

COACH AND BUS

The PSV Industry's News Weekly

WEEK

ISSUE 3

MARCH 7 1992



Sheffield Chaos: the unacceptable face of deregulation?



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SCANIA 1989 K92 DUPL 320 12M, 55 recliners grey/red/orange moquette, tinted side windows with curtains, carpet to gangway, power operated entrance door, white/duo blue.
M.O.T. OCT 1992

DAF 1987 DKVL PLAXTON PARAMOUNT 3500 12M, 51 recliners, red/grey moquette, rear sunken toilet, continental entrance/exit door, tinted side windows, curtains, courier seat, drinks machine, power entrance door, wired for TV/video, TELMA retarder, ABS anti-lock braking, cream/duo blue.
M.O.T. APRIL 1992

VOLVO 1982 B58 JONCKHEERE BERMUDA 12M, 51 recliners retrimmed grey/blue moquette, rear sunken toilet, driver's berth, drinks machine, courier seat, tinted side windows, curtains, wired for TV/video, air over leaf suspension, white/blue.
M.O.T. JAN 1993

VOLVO 1986 (AUG) B10M DUPL DOMINANT 12M, 55 str. + 23 standees SERVICE SALOON, fully-automatic gearbox with integral retarder, red/orange moquette, blue/cream. CHOICE OF TWO
M.O.T. AUG 1992

VOLVO 1988 B10M GL JONCKHEERE JUBILEE P599 12M, 53 recliners, grey/red moquette, courier seat, double glazed side windows, white/primrose/blue. CHOICE OF TWO
M.O.T. JAN 1993

DAF 1986 DKFL PLAXTON PARAMOUNT 3500 12M, 49/53 recliners, grey/red moquette, demountable rear sunken toilet, continental exit door, courier seat, curtains, power entrance door, wired for TV/video, cream/duo blue.
M.O.T. FEB 1993

VOLVO 1988 B10M PLAXTON PARAMOUNT 3500 12M, 45 recliners, tan/blue moquette, rear sunken toilet with continental entrance/exit door, fridge, drinks machine, curtains, courier seat, white/blue.
M.O.T. DEC 1992

TRADE DESCRIPTIONS ACT: In detailing these used motor coaches we have quoted the year of registration and not necessarily the model or year of manufacture.

VALUE ADDED TAX: Prices quoted are exclusive of V.A.T. and are subject to the normal standard rate.

EXPOSED, THE SECRETS OF MOSELEY'S ACHIEVEMENTS

VOLVO 1983 (AUG) B10M BERKHOF ESPRITE HIGH-LINE 12M, 49/53 recliners, Autumn moquette, demountable toilet, continental door, TELMA retarder.
M.O.T. JAN 1993

VOLVO 1986 (AUG) B10MT (TANDEM) VAN HOOL ALIZEE-SH 12M, 49 recliners, grey/red moquette, rear toilet, driver's berth, courier seat, curtains, fridge, drinks machine, wired for TV/video, all white.
M.O.T. APRIL 1992

BOVA 1985 FUTURA FHD 12.280 INTEGRAL 12M, 49/53 str., red moquette, centre sunken demountable toilet, continental entrance/exit door, tinted double glazing, drivers sleeping berth, TELMA retarder, drinks machine, coolbox, white/blue/red.
M.O.T. JAN 1993

DAF 1984 DKFL PLAXTON PARAMOUNT 3500 12M, 51 recliners red/brown moquette, rear sunken toilet, white/blue
M.O.T. MAY 1992



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Anyone who lives in or visits Sheffield cannot fail to be inconvenienced by the traffic chaos in the city centre. And that the chaos is caused not by cars but by buses. The seriousness of the situation can be judged by the city council's request for a traffic regulation order to limit the number of vehicles using the High Street. A radical step and one taken only after months of talks among bus operators have failed to come up with a workable solution.

It all sounds remarkably similar to stories coming out of Glasgow immediately after deregulation and from Hereford immediately before it. That was five years ago.

London deregulation would make the current problems in Sheffield seem like a minor hiccup

We now have the very real prospect of London being fully deregulated. If it is left to unrestrained market forces to determine the level of bus services there, then the consequences would make the current problems in Sheffield seem like a minor hiccup.

Sheffield city centre has changed a lot during recent years. Out of town development has shifted the shopping emphasis away from the centre.

But no such change has taken place in London. If the deregulation pattern that is still evident elsewhere emerges here, then main routes would quickly clog up - with many different operators chasing the same passengers.

The real power of the bus is to reduce congestion not to cause it through wasteful competition. If some form of legislative restraint is not forthcoming from Whitehall, and if operators cannot reach agreement among themselves, then many more councils will find themselves having to take action to keep their streets open.

The writing is already on the wall in London: Westminster has stepped in to limit the number of open top tour buses in its streets. It is a move that is being watched closely by other boroughs. And it is very unlikely to be in the best commercial interests of bus operators.

Coach and Bus Week is published by
EMAP Response Publishing Ltd,
Wentworth House, Wentworth Street,
Peterborough PE1 1DS.
Telephone 0733 63100
Classified Advertising 0733 898111
Fax 0733 62656
Telex 32157. ISSN 0953-8240

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Coach and Bus Week is only available by pre-paid subscription.
Domestic subscription rate is £45 per year;
Europe £85 and worldwide air mail £115.
All rates include postage.

Contributions should be sent to The Editor, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS. The editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy.

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Typesetting and origination:
Meridian Media Services Ltd, Orton
Southgate, Peterborough.
Printing: William Gibbons & Son Ltd.

COACH AND BUS WEEK ENDING 7 MARCH 1992

■ **Trials carried out by Volvo**, Wallace Arnold and Coach and Bus Week reveal that the forthcoming 62 mph motorway speed limit for coaches will cause a marked increase in journey times on express services. But, on the brighter side, coaches travelling at the lower speed limit use much less fuel than their 70 mph counterparts.

■ **Bus operator Go-Ahead Northern** is proposing the construction of a £2.5 million guided busway linking Sunderland and Newcastle. The scheme would combine Metro-style benefits of comfort, frequency and accessibility with the flexibility that only road vehicles can deliver at a fraction of the cost of a light rail line.

■ **Southern Vectis** has launched a set of **Buses Mean Business** style proposals to improve public transport, cycling and pedestrian facilities on the Isle of Wight. The first phase looks at traffic problems in towns, but the possibility of converting existing rail alignments to guided busways is also examined.

■ **Veteran coach operator** Oswyn Blythin has come out of retirement to take over the Llandudno operations of Shearings as the one time bus giant completes its sell-off. To be branded as Empire International Travel, the new operation will continue existing services and private hire activities in north Wales.

■ **Waring bus operators** in Tayside have united to protest against plans by the local authority to change the way concessionary fare payments are administered. Stagecoach, Strathtay and Tayside Buses protest that new methods of calculating the payments could cost them hundreds of thousands of pounds a year.

COACH AND BUS EVENTS:

- Bus '92: March 17 - 19 IMechE HQ, London. Tel: 071 222 7899.
- The Future for Public Transport in the West Midlands: March 27, Birmingham Polytechnic, contact Prof John Hibbs. Tel: 021 331 5112.
- Nottingham Transport Conference: Passenger Transport Putting it to Work: April 1 - 3, Nottingham University (PO Box 89, Oxford OX1 2NS)
- 23rd Annual Public Transport Symposium: April 7 - 9, University of Newcastle upon Tyne. Tel: 091 222 6332.
- British Coach Rally: April 25 - 26, Brighton. Fax: 081 842 0070.
- UITP Conference Public Transport: Security and Environment: May 11 - 13, Paris.
- Accessible Transport '92: June 25/26, Twickenham Conference Centre. Tel: 081 748 3020.

■ BUS

Citibus appeal

NORTH Manchester-based independent Citibus is pressing for a Traffic Commissioner's inquiry after sustaining four weeks of 'unfair' competition from GM Buses on its routes to Oldham, Middleton and Bury.

Managing director, Roger Green, claims that a 'hit squad' of blue minibuses borrowed from West Midland Travel is swooping in front of his double deckers and picking up his passengers.

A private hearing with



Citibus is appealing to traffic commissioner

the north west traffic commissioner, Martin Albu, is understood to have been inconclusive, with GMB continuing to operate duplicates along short, profitable parts of routes.

GMB has selected volunteer drivers trained in customer care to operate various experimental services. Weekend services tend to concentrate in one

area such as Wigan, while weekday operations are centred on North Manchester.

GM Buses md, Alan Westwell, said: "With our restructured inspectorate out on the road, we are now able to separate the market and offer high quality service on certain routes," Mr Westwell added.

■ COACH AND BUS

Fox sells SO operation

DRAWLANE subsidiary, Midland Fox has rationalised its coaching activities and sold its Shelton Orsborn base just three years after it bought the Wollaston, Northamptonshire, operation.

The Shelton Orsborn name has been retained with travel offices in Wellingborough and Kettering.

Re-organisation involved the transfer of coaches to various Midland Fox Group garages in Leicestershire.

In addition the administration of the company's coach activities

moved to Midland House in Loughborough.

Local bus and contract operations based at Wollaston, including staff and seven vehicles, have been sold to L&B Travel, a new venture owned by former depot engineer, Roger 'Fred' Bull and his associate Rod Lawman.

Mr Lawman told *Coach and Bus Week* that L&B would continue to rent part of the premises from the previous owners of Shelton Orsborn, Messrs Gilby and Shelton.

He said: "We plan to build the business back up to what it was with day

excursions and private hire."

Midland Fox general manager, Brian Ryalls, said: "The operations in Wollaston had become peripheral to our main stream business with limited profit potential.

"When Fred Bull approached me I was quickly attracted to the suggestion of the buy-out. I see this move as allowing the continuance of a quality service to our former customers in today's economic climate.

"Everyone at Midland Fox wishes L&B every success."

■ COACH

Traction takes Jowitt

BARNESLEY-based Yorkshire Traction has taken over the remaining coach business of Tom Jowitt Travel, with a promise that the separate identity will be retained for the time being.

Three coaches will continue under the

TJT banner for the present to retain existing goodwill.

"Wherever we can, we prefer to retain existing identities," said George Peach, commercial director of Yorkshire Traction.

CBW

COACH

Tests show effect of new 100km/h limit

THE startling result of *Coach and Bus Week's* 100 km/h test shows that coach passengers face dramatically longer journeys and operator's fuel bills will be cut if the proposed lower motorway speed limit becomes law.

Our 370-mile demonstration run suggests that express coach schedules will need extending by nearly 15 percent while economy improves by almost 20 percent. The fastest coach with speedlimiter set at the

legal maximum took only five and a half hours on the test route - 44 minutes better than one held down to the proposed EC limit.

Good news on the fuel economy front compensates for the prospects of slower journey times. Saving in diesel averaged one and a half gallons over every 100 miles.

Three of Wallace Arnold's Plaxton-bodied Volvo B10M coaches completed the run from Leeds to South Mimms and back. Coach 'A' ran at maximum legal speed, whereas coaches 'B' and 'C' were cut back to 100 km/h - the maximum permitted under the EC directive scheduled for January 1, 1994.

Perfect weather and uncharacteristically light midweek traffic allowed each vehicle to run at a constant speed for long periods. Consequently the result was skewed in



Coaches risk being trapped at 100km/h

favour of economy and there was no significant disadvantage for coach 'C' which was banned from the outside lane.

Wallace Arnold operations director, Stephen Barber, observed: "You have to remember these were ideal conditions. It would be a very different story in heavy traffic with the slower vehicles unable to get away from the lorries."

Apart from roadworks

near Barnsley and a meal break there were no delays.

Nevertheless one of the drivers said: "It is much more difficult at 100 km/h when traffic is bunching on hills, because you have to plan your move ahead while keeping a close eye on what is happening in your mirrors."

● A FULL report will appear in next week's *Coach and Bus Week*.



"THE NEW COACH SPEEDING LIMIT IS THE ANSWER TO THE FOOTBALL DRINKING BAN"

BUS

Stagecoach faces OFT in Sussex and Lancs

LANCASHIRE coach operator John Reeves is considering a complaint to the Office of Fair Trading, after a Christmas cut-price fare offer by Stagecoach Holdings subsidiary Ribble of Preston, continues to be offered on his one local service.

Reeves Coaches of Withnell currently operates a half-hourly weekday service from Chorley to Blackburn via various villages, charging £1.55 for a return ticket.

Ribble charges £1.45 for the same journey but

has introduced a cheap fare of 75p between 0900 and 1600 for the 24-mile round trip.

Mr Reeves has operated the local service since deregulation, gradually building up to the current level. He told *Coach and Bus Week* that in 1988 Ribble undercut his fare to Chorley and he pulled off, only to see their fares rise again.

He claimed that his passengers remained loyal, because they knew what would happen if he gave up the route.

■ STAGECOACH subsidiary Southdown is faced with the prospect of another Office of Fair Trading investigation following a complaint that fares have been set at an uneconomic level from Chichester independent Strikeline.

Strikeline runs a small fleet of 16-seater minis under the Easy Rider brand name. Faced with competition on part of its service following the introduction of a large number of Southdown minis to Bognor last

September, it responded by putting one of its vehicles on a route to Chichester previously served exclusively by the Stagecoach subsidiary Southdown.

Stagecoach responded by putting a vehicle on to fill the gap left by the redeployed Strikeline mini and charged lower fares. A complaint was made to the Office of Fair Trading.

No one from Southdown or Strikeline was available for comment when *Coach and Bus Week* went to press. **CBW**

BUS

Sale hope

A BUYER of Maidstone Boro'line had still to emerge as *Coach and Bus Week* went to press.

Administrative receiver Peter Beirne, of KPMG Peat Marwick McLintock, says he has had several 'quite strong' inquiries about the business since it was advertised in the national press.

The Boro'line board asked its bankers to call in receivers following sale of the company's lucrative 55 vehicle London Transport tendered bus network to Kentish Bus last month.

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■ BUS

GAN wants £2.5m guided busway

GO-AHEAD Northern has launched ambitious proposals for a guided busway linking Sunderland and Newcastle.

The £2.5million guided transit expressway would also serve Gateshead and Washington, the expanding Nissan car plant and provide a new park-and-ride station between Washington and Springwell.

Articulated buses with a capacity of 120 passengers would run in conjunction with modified conventional vehicles, transferring between normal roads and the dedicated guided trackways. Passenger facilities would include wheelchair accessible loading and and the provision of real time service information at stops on the trackways.

The main features of the GTE scheme, designed for Go-Ahead Northern by consultants Colin Buchanan & Partners include:

- A SHORTER build time - 18 months compared to 5-6 years to construct an equivalent Metro line.
- The availability of Metro



Articulated buses would run on trackway

standards of travel to places like Springwell and Washington which could never be served adequately by rail.

- Faster, safer travel

centre to centre - return journey times would be reduced by as much as 26 minutes.

- Penetration of the centres of Newcastle,

Gateshead and Sunderland by busways, which could be converted to accommodate quiet running diesel electric buses in the future.

- A reduction in traffic congestion without the need to build any new roads.

● The ability to expand the system to serve new housing and industrial developments in the future.

- Implementation of the GTE system will not require the Parliamentary approval required for a light rail line.

Durham cigs ban

GO-AHEAD Northern is to ban smoking on all its buses operating out of Chester le Street, Stanley and Consett. "All Go-Ahead Northern Durham buses are washed externally and swept internally every working day, valeted regularly and repainted every 2.5 years," says the company. "This is a massive overhead that could easily affect fares. So obviously non-smoking buses are easier to clean - and more economical to maintain - than any others."

■ BUS

DTp probe slated by MP

TRANSPORT Minister, Roger Freeman's announcement of a Traffic Commissioners inquiry into Sheffield (Coach & Bus Week February 29) has been criticised as blatant electioneering by Sheffield Central MP, Richard Caborne.

Mr Caborne, whose constituency covers the area in question, had written to the minister, as did South Yorkshire's only Tory MP, Irvine Patrick. In letters dated the same day, Mr Freeman told the Labour MP of no such plan, whereas the announcement was made Mr Patrick.

"I was absolutely furious to read of the inquiry in the local paper" said Mr Caborne. "I am going to write to the Speaker of the House of Commons about this blatant misuse of ministerial responsibility for political advantage", he said.

■ BUS

Vectis takes BMB route

THE Isle of Wight's transport problems have been addressed by local bus operator Southern Vectis in a report commissioned from consultants Colin Buchanan & Partners.

Wight's Transport: The Way Ahead follows Bus and Coach Council guidelines in setting out proposals for

green routes in five of the island's towns. Street layouts would be revised to cater for pedestrians, cyclists and buses rather than cars as part of the £6 million proposals.

In the longer term, the report advocates converting some abandoned and current rail alignments into busways. These



Merc duo-mode bus on trial in IOW

proposals may bear fruit if British Rail is privatised and the Ryde to Shanklin line becomes uneconomic.

To illustrate the untapped potential of the bus, Southern Vectis

borrowed a Mercedes articulated duo-mode bus from EVAG of Essen. The 18-metre vehicle had no problems negotiating the island's narrow, twisty roads. As well as encour-

aging use of public transport, the study examines ways in which car use could be discouraged including traffic restrictions and the possibility of road pricing.

CBW

■ **A RURAL Transport** Development grant has helped local taxi operator, Jim Wallington, to put on a bus service to outlying estates in Chipping Norton. The grant was used to buy a 20 seat Mercedes minibus converted by Jubilee Conversions of Wednesbury. It is used to run an hourly service, three mornings a week.

■ **GREEN Line** has designated April 11 Diamond Rover Day. On this date Diamond Rover tickets will be half their usual price: £3 adult and £2 child or senior citizen.

■ **HELP the Aged** has teamed up with Stafford based minibus and coach insurance specialists Bayliss & Cooke to create a new cost effective insurance scheme for community transport projects. Underwritten by Norwich Union, benefits include nationwide claims service, no claims discount of up to 60 per cent and payments payable by instalments at no extra cost.

■ **WEST Yorkshire PTE** has appointed consultants Steer Davies Gleave to undertake a full Section 56 evaluation for Line 1 of the proposed Leeds Supertram network, which runs from the city centre through to Tingley and a Park and Ride site at Stourton next to the M1. The Supertram is part of an overall transport strategy for Leeds, which includes revised traffic circulation proposals.

■ **FOUR London Transport** bus services, now run by Badgerline subsidiary Thamesway, will be operated by Grey Green from this week. The services are: route 20 (Debden - Walthamstow); route 167 (Debden - Ilford); route 235 (Woodford Wells - Leytonstone) and route 275 (Claybury Broadway - Walthamstow).

■ COACH AND BUS

Blythin's Empire strikes back at ex-Shearing's base

NORTH Wales veteran coach operator, Oswyn Blythin, has come out of retirement to take over Llandudno operations as the last sell-off of the former Shearings empire is completed.

Mr Blythin's company, Gold Star International, has acquired premises, vehicles and goodwill at Llandudno Junction for a five figure sum, with the 14 staff continuing services and private hire contracts in North Wales.

Although the St. Asaph based company had traded for more than 30 years, Mr Blythin hit the headlines in 1988 when he set up a Birkenhead based offshoot - Busman Buses. His company was then involved in heavy competition with Crosville Motor Services, before pulling out 12 months ago.

His new company, currently trading as Gwalia Coaches, the company taken over by Shearings in June 1990,

will eventually be rebranded as Empire International Travel. As well as the modern purpose-built depot, Shearings have sold 12 vehicles, including four LH buses, four elderly coaches and four double deckers.

Mr Blythin plans to expand the fleet to about 30 and build up contract work, as well as maintaining local bus services and the Colwyn to Denbigh trunk route. An outstation at the depot of

Prestatyn Coaches will continue. "I had visions of retiring" said Mr Blythin, "I built a lovely bungalow and I thought, I've done it. What the hell do I do now?"

He was full of praise for Shearings' co-operation and the quality of the operation that had been sold. Gold Star will continue bunkering Shearings' North Wales tour coaches during the summer season at the Llandudno premises.

■ BUS

Big buses "best in town"

RHYMNEY Bridge coach operator Parfitt's claims increasing patronage on its Merthyr town services, as the minibuses of Western Travel subsidiary Valley Bus Services and Offa Demo's Merthyr Bus do battle (Coach and Bus Week February 29).

Proprietor Elwyn Parfitt operates 18 full size buses on 16 town routes, where the minibuses often offer better frequencies.

Mr Parfitt said: "We are now the oldest established bus company in Merthyr. We run at regular times,



Parfitt's "oldest established operator"

on regular routes, with easily recognisable big buses.'

Parfitt's stepped up its route network in 1989, after the collapse of Merthyr Tydfil Transport, but has not added any new routes during the recent bus war. 'Passengers can't tell the difference between identically coloured minibuses of both companies. They buy a return on one yellow mini, find they can't use it on another yellow mini going back, and then come to us,' Mr Parfitt claimed.

■ BUS

CVT row brews

A POLITICAL storm has broken over the relationship between municipally owned 35 vehicle Cynon Valley Transport and Offerdemo - the off the shelf company set up by CVT directors which bought and closed the National Welsh depot at Aberdare, and operates former Nat Welsh vehicles from the ex NBC company's Merthyr premises.

CVT managing

director, George Shaw, has been challenged by his employers, Cynon Valley Borough Council, to explain the relationship between CVT and Offerdemo. Correspondence between Shaw and the Borough Council leaked to Coach and Bus Week reveals that Offerdemo was originally established as a vehicle to buy the Porth depot and Rhondda operations of National Welsh.

But Offerdemo's bid was beaten by Julian Peddle's Rhondda Bus, which then sold two of its three National Welsh depots with their vehicles to Offerdemo.

These vehicles and crews were used on services in Merthyr under the CVT O licence, and the borough became concerned that CVT was, to all intents and purposes the operators of these services and that a conflict of interest would arise between Offerdemo and CVT.

Mr Shaw replied that Offerdemo "does not see itself as a bus operator and therefore its activities do not conflict with the activities of CVT. The business relationship between the two companies centres upon vehicle hire."

"While National Welsh management accounts show an operational loss at Merthyr, on closer examination the board of CVT identified a number of areas which indicated that the operation could be turned to profit." **CBW**

■ BUS

What future for Merthyr now?

HAVING formed a number of action plans to invade the Merthyr area should National Welsh collapse without trace, Mark Thomas' Western Travel followed through with its registrations with a new subsidiary, Valley Bus Services.

Managed by Mark Tunstall who came from R&W Cwmbran and Peter Tinsley from Nat Welsh Aberdare, Valley shares the same BRS yard as Merthyr Bus. An outstation at Pengam with 10 vehicles covers longer distance routes down the Rhymney Valley.

The Aberdare men, desperate for employment, couldn't be better motivated. They see Cynon Valley Transport as the guilty party for allowing the ruthless elimination of competition in Aberdare.

In recent years, National Welsh went for CVT's jugular in Aberdare much as it had done in Pontipridd, Caerphilly and Merthyr, where the municipally owned operators subsequently collapsed. The minibus drivers in Merthyr are now settling scores with CVT as well as being eager to get back into the ring in Aberdare.

Mark Thomas sees Merthyr as being a good commercial opportunity. Hard business economics will determine whether his company stays there and defeats Merthyr Bus or capitulates. It's ironic that the skirmish might never have occurred, had the mechanics of the transfer of companies allowed Offerdemo to sell on the Merthyr operation to Western travel without the incumbencies of staff



Former Nat Welsh vehicles now operated by Merthyr rivals

seniority.

CVT's operations manager Rhyddian Williams explained that his company had introduced five new routes but none of the former staff could be taken on because the transfer would have required all the staff to be taken on rather than a smaller number.

The pace Aberdare has become that much harder though, since Jones Motors of Ynysybwl upped its services to fill some of the gaps.

While Thomas was unwilling to pick up accrued liabilities by buying parts of National Welsh, he has to make an assessment of whether he can ever make a profit in Merthyr. Parfitts, which

stepped up its Merthyr routes during MTT's demise in 1989, has virtually cornered the big bus market. Passengers have to make a conscious effort to walk to the top part of the bus station where Parfitt loads, but there is evidence that his company is still building up patronage.

Thomas admits to being worried about Offerdemo's relationship with both CVT and Cynon Valley Council, particularly if other people's pockets are being dipped into to support the Merthyr network, but insists to not wanting a quarrel with CVT.

Although his operation has certainly got off the ground well, it can at best

share Merthyr Bus' receipts, with the consequent financial damage to both companies. His other alternative is to weaken CVT by a concerted attack in Aberdare, which would drain Western Travel's pockets.

Certainly there is no room for three operators in Merthyr. The recession has hit the local economy with a consequent fall in travel.

Western Travel pulled out of Rhondda after a week of competitive activity, and it is rumoured that it acquired a stake in Julian Peddle's Rhondda Bus company in exchange. A similar solution could be on the cards for Merthyr, as Thomas is driven by economics rather than sentiment.

The current fight probably has another four weeks to go. The operators will then have to decide whether it is worth carrying on or not. If there is a clear winner then there will be a clear loser, but if the edges are blurred, there may be a succession of complicated deals before the situation settles down.

CBW

■ LEICESTER Citybus has ordered four Countybus single deckers from Northern Counties. They will be built on Dennis Falcon chassis. The municipally-owned company has also ordered two Northern Counties minibuses in addition to the five delivered in January. Ron Whittle of Go Whittle has ordered two Countybus bodies with coach seats on Dennis Dart chassis.

■ A NEW pedestrian crossing designed to improve road safety and reduce delays will be introduced this autumn. The Puffin (Pedestrian User Friendly Intelligent) crossing automatically detects when pedestrians are on the crossing. It prevents the traffic lights from turning green until the pedestrian have reached the other side. If people cross quickly the pedestrian phase is automatically shortened.

■ READING Buses is giving local schoolchildren the chance to put their paintings in front of half a million people every week. As part of the 1992 Reading Visual Arts Week, pre-printed adhesive posters have been distributed to schools. Once completed and returned, they will be fixed to bus interiors on routes throughout the town.

■ WEST Midlands Special Needs Transport has put three new specially adapted buses onto its door to door Ring and Ride service. Bought with a £75,000 grant from Black Country Development Corporation grant, the three Mercedes 10-seaters will serve a further 70,000 people. Each is fitted with an hydraulic lift and tracking to secure wheelchairs.

■ WEST Wales operator Rees and Williams Ltd has been 'fined' by Dyfed County Council after customer complaints about the operation of its service between Llandeilo and Swansea. Dyfed is to withhold £158 in subsidy from the company after complaints that a Rees and Williams bus had left Llandeilo up to half an hour late on three occasions.

Barry depot sale

THE one National Welsh depot remaining in the hands of receiver KPMG Peat Marwick continued to trade as Coach and Bus Week went to press. Receiver Barry Mitchell said the future of the base was still undecided, although a sale was expected in the next couple of weeks.

"Cardiff Bus is now in and trading against us, but our revenue is holding up well and morale is high," he reported. "We are perfectly happy to trade on until the depot is sold. Final disposal is expected in a week or two."

■ BUS

Dart is magic

IN ADDITION to the Dennis Darts entering service with Stagecoach subsidiaries in the South, Magicbus and Inverness Traction have placed examples in service recently. Neil Renilson of Stagecoach Scotland said that the six Alexander bodied Darts in service with Magicbus in Glasgow have replaced minibuses on the Castlemilk service, where the extra size and space has been well received by passengers.

Bill Devlin, fleet engineer at Magicbus, said that he was happy with the performance of the new buses, and though there had been a few teething problems, they were now running well.

The 12 Darts for Inverness Traction replace some of the mixed vehicles drafted in by Stagecoach when the company took on Highland Bus & Coach in Inverness. The 12 Darts plus 6 new Alexander bodied Olympians represent an investment of £1.5 million in services in the area.

■ CONCESSIONARY FARES

Changes to cost operators dear

THE three major operators in Tayside, normally locked in competition, have united to protest against plans by Tayside Region to change the way concessionary fare payments are administered. Stagecoach, Strathclyde and Tayside Buses protest that it could cost them hundreds of thousands of pounds in a year.

The reduction in payments results from Tayside's decision to move from linear elasticity calculations to arc elasticity. Operators in Tayside charge senior citizens 15p up to the adult fare of 75p, and from that point roughly a quarter of the full fare.

Sholto Thomas of Strathclyde Bus & Coach said that TRC's decision could mean a 4 per cent rise in normal adult fares. Sandy Strachan of the now privatised Tayside Buses



Tayside operators face support cut

said: "This will have a serious effect on us. It will mean loss of income which will have to be made up some other way. We met the Region with the operators, but the new calculator comes into effect on April 1."

It is believed that payments to operators for concession fares amounts to around £4 million, and that operators stand to lose

around 10 per cent of this.

Ian Sheriff of Tayside Region's transport planning unit said that operators who had benefited from the scheme in the past must accept that there was generation on all concessionary fares. "There is a danger that operators see these payments as a subsidy. They have the opportunity to attract more senior

citizens with more attractive services and DiPTAC-fitted buses.

"This was an officer-led change in the way the scheme is administered. We were aware that other Scottish Regions had changed the method of calculation, and we found it difficult to justify the way we were administering the scheme at present."

■ BUS

Bus war hots up

IT is unusual for operators to register services which compete with their own existing services, but that has happened after a fashion in North Fife. Stagecoach Scotland has registered competing services between Tayport in North Fife and Dundee against Moffat & Williamson, in spite of competing services already operated by Stagecoach's most recent acquisition, Fife Scottish. Each operator is providing a 20-minute service, so the service now has nine buses an hour.



Prices up on Scotland-London express

■ COACH

Knightrider fares hike

SHOTTS-BASED coach operator Knightrider Travel, which reintroduced low fares on the Scotland-London express coach services in November, has now increased its fares. The services started at

£8 single, £15 return, considerably undercutting the standard Citylink fares, but the fares now stand at £12 single, £20 return, and the daytime service has been suspended for the winter.

■ BUS

Bluebird on move

STAGECOACH-owned Bluebird Northern has moved from its Aberdeen depot at Gairn Terrace and now shares premises with Grampian Transport at King Street. Cleaning, fuelling and shunting are carried out by Grampian.

The Gairn Terrace site was in the middle of a residential area, which led to complaints from local residents. The site is being sold. At the same time, the head office of Stagecoach Scotland is being moved from Perth to the Bluebird Northern head office at Guild Street in Aberdeen.

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Routemasters now have improved lighting (above) and interiors (below)

■ BUS

RM is reborn at last

LONDON Buses has at last revealed the final version of its refurbished Routemaster.

The refurbishment programme encompasses some 487 of the 750 surviving Routemasters and is intended to extend the life of the vehicles, which are an average of 28 years old, by a further 10 years. New Iveco or Cummins diesels have already replaced the original AEC engines on the majority of RMs, and the chassis B frames are being reconditioned by TB-Precision Engineering of Birmingham.

New interiors, developed by Transport



Design Consortium of London, bring standards of passenger comfort and access up to date, while other mechanical improvements cover exterior, destination blind and interior

lighting, gear controls, brakes and windscreen wipers.

To reduce damage from overhanging trees, front roof sections are replaced with fibreshield - a semi-flexible material.

TB Precision Engineering is to refurbish 220 of the RMs. A further 220 will be handled by South Yorkshire Transport's Rotherham depot, and LB subsidiary Leaseide is to refurbish 47 of its own RMs in house.

● The increasing cost of Routemaster operation will see RMs withdrawn from routes 36 and 3 later this year.

■ COACH AND BUS

German boom

WHILE British coach and bus sales remain in the doldrums, PSV registrations are booming in Germany thanks to reunification. Sales for the new state in 1991 were 33 per cent up on 1990's total, which covered only the Federal Republic, from

4,000 to 5314.

Over 85 per cent of the increase is accounted for by registrations in the former East Germany, with only a four per cent increase in the West.

Neoplan was the best seller in the new territories.

BUS AND COACH REGISTRATIONS OVER 9 TONNES 1991

Manufacturer	West Germany	East Germany	Total
Neoplan	600	328	928
Bova	35	58	93
Drogmoller	34	6	40
Setra	1081	232	1313
MAN	861	184	1045
Mercedes	1511	303	1814
Renault	6	4	10
Scania	3	4	7
Van Hool	2	6	8
Others	35	25	60

THE largest bus and truck show ever staged in Europe takes place in Hanover on May 9 - 17. The IAA Show, which will occupy 250,000 square metres, has attracted some 30 of the biggest names in the bus and coach manufacturing industry. Mercedes is expected to unveil its flagship double decker version of the 0.404 coach.

■ BUS

NC's new names

BODYBUILDER Northern Counties has announced model names for its three ranges of bus bodies. The double-deck bodies, currently available for Leyland Olympian, Volvo B10M, Dennis Dominator and Scania N113DRB chassis, are branded Palatine. Single deckers and chassis-built midis are covered by the Paladin name. Bodies are available for the Volvo B10M, B10B, and B6R, the Scania N113CRB, Dennis Lance, Falcon and the full Dart range.

The Pageant name encompasses coachbuilt bodies on Renault, Iveco and Mercedes chassis.

■ HONG KONG

CMB defence

HONG Kong's Southern District Board has come to the defence of troubled operator China Motor Bus, calling for the company to have its franchise renewed next year, but with fewer routes and more conditions attached.

District representatives, whose area contain some of the more remote locations served by 1,000 vehicle CMB, told the Transport Advisory Committee that their constituents were not happy with the company's service (*Coach and Bus Week*, February 29) but it was impractical to totally axe the franchise.

However, they hoped that some routes would be put out to open tender as a

package to encourage competition and force CMB to work to higher standards.

The three other representative boards on Hong Kong island have not been so supportive of CMB, calling for an end to its continued monopoly of services and an end to the system of profit control which guarantees the company a 15 per cent return.

● CMB hopes to ease its problems of poor vehicle availability when it puts 20 new air-conditioned tri-axle Leyland Olympians into service later in the year. The British built vehicles will be assembled by CMB in Hong Kong.

CBW

■ COACH

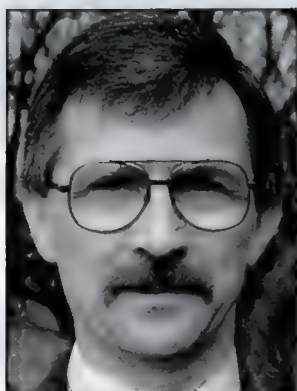
Kings Ferry driver on drugs charge cleared

A KINGS Ferry coach driver walked free from court after being cleared at a Judge's discretion of smuggling over £176,000 worth of cannabis into the country at Dover.

The drugs were found hidden under a floor hatch in the aisle of the vehicle he was driving.

His coach was one of four bringing a party of Sidcup schoolchildren back from Belgium. The three other coaches were also searched and their drivers arrested and interviewed - but they were released without charge, Maidstone Crown Court heard.

Judge Margaret Cosgrave directed a jury to find driver Brian Richard Cadwallader not guilty of the smuggling charge.



Brian Cadwallader

Mr Cadwallader, 40, of Woodside, Wigmore, Gillingham, denied being knowingly concerned in the fraudulent evasion of the prohibition on importation of a controlled drug - in this instance 54.2 kilograms of cannabis resin - at Dover's Eastern Docks on June 28 last year.

Stephen Robbins, prosecuting, said the cannabis had a street value of £176,150.

The direction came after submissions at the close of the prosecution case.

Judge Cosgrave told the jury: "There is no doubt in this case that this driver brought that quantity of drugs into the country concealed in the coach he was driving. He was, therefore, concerned in the smuggling of these drugs, but the important word is knowingly concerned."

"And it is for the prosecution to satisfy you so that you are sure that he knew that the drugs were there. That he either put them there himself, or that he made it possible for others to put them there to

his knowledge.

"Now the highest that the prosecution case has reached is that he had probably the best opportunity for doing so, but they have not excluded the opportunity of others to do so. A great many people must have known exactly where this coach was going to be at any given time because of the itineraries."

"In this instance there is no case I can leave you to decide because there is no evidence on which a jury could safely conclude that he knew what was in the coach."

Customs officer, Shaun Beer, told the court that he prised open the floor hatch after removing four screws. The holdalls were in a rectangular compartment beneath.

Brian Cadwallader, who was beside him at the time, said: "I've never seen them before."

Another officer, Deborah Cook, told the jury that while Mr Cadwallader was under her supervision, he commented to her: "I took the carpet up. I thought the kids would ruin it, and put it in the boot."

At another point he told her: "At the chateau where we stayed there were some prowlers during the night. The teachers chased them off. They could have got into the coach."

Referring to the search officer Beer, he said: "I even helped him lift up the panel on the coach."

Mr Cadwallader was discharged.

■ COACH

Paris is calling

EUROLINES is to chase the youth market with the introduction of a special reduced fare of £49 return to Paris. Eurolines offers two departures daily throughout the year. From the beginning of March fares will be £51 adult return; £49 youth return and £39 child return. All departures are from London Victoria with nationwide connect.

"While Paris is already our most popular destination serviced," said Eurolines' general manager, John Gilbert. "We are optimistic that a cheaper fare for our less affluent and younger travellers will prompt a further increase in passenger numbers."



Eastgate Furnishings: changing hands

■ COACH

Trimmers selling up

GERRY and Di Dunne, owners of long established North Yorkshire coach trimmers, Eastgate Furnishings of Pickering are selling-up after running the business for 12 years.

The new owner, Michael Fowler, bought Eastgate on behalf of his son Neil, a time served apprentice with Plaxton at Scarborough.

Included in the sale is the short-term lease on an English Estates 2,500 sq ft

industrial unit. Four workshop staff will be retained and Neil Fowler told *Coach and Bus Week*: "We are hopeful of taking some more staff on."

Gerry Dunne spent 17 years with Plaxton before branching out on his own. He will be helping out for a couple of weeks while Mr Fowler gets on his feet. Eastgates established customers include: Stevensons, OK, Maidstone & District, Pullhams and Applebys.

CBW

■ COACH

'Fantastic support provided'

THE coach industry gave The Kings Ferry "fantastic" support during the drugs case, said managing director, Peter O'Neill.

He said phone calls of support came almost daily from all over Britain. All of the staff backed Mr Cadwallader with encouragement throughout and never doubted his innocence.

Plaxton and Caetano chipped in with a huge amount of technical data which helped the defending barrister establish that coaches are not 100 percent secure.

"I must thank all of the industry for its enormous support," said Mr O'Neill.

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County steps in

COUNTY Bus & Coach, operator of 180 buses on local services in Essex, Hertfordshire and north-east London, has 29 new Plaxton-built Reeve Burgess buses.

All are for London Transport contracts won recently in the wake of the closure of London Buses' London Forest unit.

Included are 13 nine-metre Dennis Darts with 35-seat Reeve Burgess Pointer bodies; 12 Mercedes-Benz 811 with 28-seat Reeve Burgess Beaver bodies; four Mercedes-Benz 709 with 23-seat Reeve Burgess Beaver bodies.

The Darts and Mercedes 811s are for three routes taken over direct from London Forest. The 709s are for a route previously operated by Thamesway which, in turn, has taken over a London

Forest route.

All except two of the 709s were delivered in time for the contracts; chassis for 709s have been in short supply and many of those available went to Badgerline last year. The final pair is due in March, when it was originally intended County would have taken over the Thamesway route.

Operations manager Peter Blanchard says the Mercedes were bought following good experience with earlier models. The 811s have wide doors. He says the Darts were bought to meet LT's requirement of buses with capacity for 50 passengers.

The Darts have a split step entrance. Says Blanchard: "We had doubts about fitting them. Personally, I have never been



happy about them, but, our customers love them and that is what matters."

County has since ordered another eight Darts, four more 9 metre and four 9.8 metre models, this time with Wright Handybus bodies with single-piece windscreen.

Two of the nine-metre vehicles are for another LT contract, but the other six are for commercial services in Essex and

Hertfordshire, the first larger buses for three years for this side of the business. All will be built to meet LT's Schedule X access standards, including split steps.

Blanchard says the company hopes to use the Wright-bodied Darts to replace some of the 25 10.3 metre Leyland Nationals still in service. "But in the past, when we looked at removing them we have found other work for them instead."



Ogden takes the Express route

DAVID Ogden of David Ogden Travel, St Helens, has taken delivery of a new 12 seat PSV minibus based on a Peugeot Talbot Express model 250 with a 1.9 litre diesel engine.

Bodywork conversion by Made to Measure Minicoaches Ltd of Stockport includes: low back moquette seating by

Kustombuilt, soft trim interior, hard-wearing Armourflex floor covering, Electric air intake/extract unit, dim/bright interior lighting and tinted windows.

The exterior was finished in white and the vehicle will be used on contract and private hire work.

Javelins in Rugby

TWO Plaxton-bodied Dennis Javelins with low-driving positions have been added to the fleet of Lewis's Coaches of Rugby, bringing to nine the number of new Javelins purchased by the company in four years.

"I am delighted with the service we have had from the Javelins", says Norman Lewis, who runs the old-established family firm. "Our oldest Javelin has now covered 200,000 miles with no problems and fuel economy averages out at around 12 mpg."

"They've proved ideal on

continental work," says Norman Lewis. "They have plenty of power and they're easy to drive. The Javelin proves that you don't have to pay vast six-figure sums for a good continental touring coach."

Norman's son Trevor runs the company's workshop and is equally pleased with the Javelin. "They are easy to maintain and they are reliable, which is what I want from any coach we run."

The two newest Javelins, which entered service this month, have Plaxton Paramount bodies. One has 53 reclining seats, the other has 49-recliners and a toilet.



EXTRACT MISSING

Darts prove handy for Go-Ahead

THE first of 40 Wright Handybuses are now in operation with the Go-Ahead Northern group of companies in Tyne of Wear. The group has placed an order with Wright for a further 25 bodies, bringing to 65 the total number of Handybuses on order.

Initial deliveries of Handybuses have been used to launch Go-Ahead's new Value For Money Buses (VFM) operation in South Shields and to upgrade operations in two Go-Ahead Gateshead services in Gateshead.

VFM is running 13 Handybuses in its new two-tone blue livery, unveiled last month. Go-Ahead Gateshead has ten, in a striking new red, blue and white colour scheme. All of the Handybuses are based on 9.8 metre Dennis Dart chassis.

The Go-Ahead Gateshead buses are being used to improve service quality on two associated



routes where the arrival of the new buses is linked to improvements to the timetable and alterations to the route.

Go-Ahead ordered the Wright bodies after visiting the

company's Ballymena factory to see Handybuses in build. "We were impressed by the design and by the quality of the Alusuisse structure," says Chris Moyes, the group's commercial director. "We

already operated Alusuisse-type bodies and had been favourably impressed."

VFM says reaction from customers and staff to the Handybuses in South Shields has been very positive.

Announcing that the original order for 40 Handybuses had been increased to 65, Jack Kernohan, Wright's sales director, said:

"This is a significant order for us - easily the biggest we have had from an operator outside London and further proof that a growing number of operators are recognising the benefits which the Alusuisse body system offers in terms of structural strength and low maintenance and repair costs."

The Go-Ahead Darts are to Wright's latest standard design with a single-piece flat windscreen.

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Victory for operators on coach tour margin scheme

HER Majesty's Commissioners of Customs and Excise did not care for my calculation of tax due under their bothersome Tour Operators' Margin Scheme. They, therefore, substituted an assessment of their own, more than six times higher than mine. As a result, I have recently spent three days in a VAT Tribunal appealing against this ill-founded assessment. It has been well worth the effort.

Lest there are any readers unfamiliar with this mandatory scheme, it revolves round the fact that when a coach tour contains zero rated coaching (and perhaps ferries) and positively rated accommodation (unless it is outside the EC), VAT is due on the mark-up (ie, the profit) which was made from selling the positively rated parts of the package. To ascertain what proportion of the whole mark-up relates to the positively rated

"The commissioners have taken the view that some overheads should be excluded from the Margin Scheme calculations"

element, it is necessary to know the cost of providing the coach part of the package. It was this cost on which the Commissioners and I were in disagreement.

As many operators know, literally to their cost, the Commissioners have taken the view that some overheads should be excluded from the Margin Scheme calculations. To arrive at this particularly savage assessment they had disallowed a very substantial amount of overheads. As others may face similar problems, my experiences may be worth relating.

The arguments I advanced on appeal were four-fold:

Firstly, that the Commissioners had failed in their statutory duty to make the assessment to 'the best of their judgement'. To assume that substantial items like finance



Tours have zero-rated coaching

costs, rates, and telephone and postage should not form part of the cost of operating coaches was, I suggested to the Tribunal, clearly not an exercise of best judgement.

The second point is highly legalistic, but in essence I contended that the UK legislation which set up the Margin Scheme does not conform with the Article in the originating EC Sixth Directive. The UK law and the Margin Scheme instructions grant wider powers to the Commissioners than they are permitted under the Article. As the EC law is supreme, I suggested to the Tribunal, the powers exercised by the Commissioners are, in fact, illegal!

My third line of appeal was that the effect of the Commissioners policy on overheads was also unlawful. I can best illustrate this with an example. If tour proceeds are £11,000 where the hotel costs were £7,000 and the coach cost £3,000 to provide; the mark-up would be £1,000 and, split in the 70:30 ratio of the costs, makes £700 the taxable element. At 15% VAT this would mean £91.30 was payable as tax.

But if elimination of overheads artificially reduces the coach operating cost to only £2,000, the equally artificial mark-up becomes £2,000. Furthermore, this would no longer be apportioned 70:30, for the ratio now becomes 70:20 and inflates the taxable element to £1,554. Applying the VAT fraction (at 15%) to that shows tax due to be £202.68. My argument was that because that higher level of

taxation was achieved by disallowing proper, and actual, cost items; the effect was to create a higher percentage tax level on the true mark-up than the percentage required to be paid by legislation.

My final point is one I have made previously: equality between forms of tour packages. If you or I hire a coach to a tour operator, the price we charge will include all the operational overheads. If he was selling exactly the same tour as a coach operator (whose coach operating costs are assessed to be less than that of the tour operator when overheads are disallowed), the tour operator's Margin Scheme VAT liability (and hence his selling price) would be less than that obtained by the coach operator selling the same package.

I was well on the way to getting this nasty little scheme roundly condemned by the Tribunal. But on the third day of the hearing the Commissioners appeared to suddenly realise that they were heading for a resounding defeat and, in an adjournment, offered and 'out of court' settlement to me. I was sorely tempted to fight on, to win a victory that might have had industry-wide effect, and to make a name for myself as the person who caused the Margin Scheme to be re-written.

I am sorry to say that the prospect of another two days or so in Tribunal, away from the real world of operation, distracted me from these noble dreams. The offer itself was highly acceptable and, although

it was made as only applicable in that particular case, I wonder whether it is not, in fact, the basis on which the Margin Scheme could yet be re-drafted.

So, what was this offer? The Commissioners had taken my fourth point and suggested that, in this case at least, the cost of providing the coach as an 'in house' supply could be the same as it would have been charged to anyone else. In other words, instead of working on coach COST it could be worked on coach CHARGE OUT PRICE.

However, this assumes that all profit for the provision of the coach is contained within that charge out price, and the remainder of the mark-up is liable to tax on the positively rated part of it (ie, Hotels, meals etc. within the EC).

The fact that this produced a tax liability for the period of the assessment considerably lower than my original figure - against which the assessment had been made - is perhaps indicative of

"If you or I hire a coach to a tour operator, the price that we charge will include all the operational overheads"

the motivation of the Commissioners to get out of the tight corner into which they had backed themselves. It was, however, also very acceptable to me as, for the period of the disputed assessment it produced an averaged VAT liability of 18.5 pence per passenger over a fairly typical UK and Continental tour programme. Furthermore, the Commissioners agreed that this formula could be used from the year of appeal through to the end of 1992.

It is, therefore, an acceptable outcome for me (the Commissioners are paying interest too on the over-payment of tax that they have been holding for some years). I thought that both the arguments and the result might be of interest to the many operators who are still having hassle over the Margin Scheme.

Long live Coach and Bus Week!

From Paul Fawcett

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Long live *Coach and Bus Week*!

Paul Fawcett
Senior lecturer in transport
Manchester College of Arts and
Technology

Why take the new limit lying down?

From David Wayman
SIR

Coaches to be limited to 100km/h and possibly banned from motorways? Certainly it would mean problems for operators and almost certainly dearer travel as a consequence.

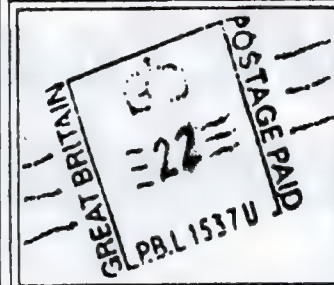
But if there is to be no escape from it, why take it lying down? Why not campaign for the same speed limit to apply to cars also, and moreover, for it to be enforced by limiters fitted to them as well?

And while we're at it, why not have those limiters as fitted to all vehicles made capable for responding to signals given off by every speed restriction sign so that every vehicle is limited electronically to whatever the speed limit is, until another signal is received?

This would achieve several things. It would make all roads safer. It would save a significant amount of finite energy resources. It would reduce wear on vehicle components. It would ensure that no driver breaks the law. And it would stimulate the economy by creating enormous demand for goods and services while all this was implemented.

And any individual, any government with concern for safety, for the environment, for law and order, and for the economy, would welcome such a move. Wouldn't they?

David Wayman
Convener
Oldham Transport Users'
Forum
Oldham
Lanes



Write to: The Editor,
Coach and Bus Week,
EMAP Response
Publishing Ltd,
Wentworth House,
Wentworth Street,
Peterborough,
PE11DS,
or by fax: 0733 62656

The editor is always pleased to receive letters for publication in *Coach And Bus Week* and will, if requested, publish these anonymously. But please attach your name and address for our own information.



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Worthy addition to titles

From John Broadley

Having now received two issues of *Coach and Bus Week*, I thought I would congratulate you on a fine publication.

It is interesting that, like much of the manufacturing side of the industry, you have had to rationalise your operations. However, the new publication

certainly seems to combine the best elements of *Bus Business* and *Coachmart* in an easy-to-read, yet informative layout. I think the end result is a worthy addition to the ranks of PSV industry publications and I look forward to receiving my copy for many years to come.

John Broadley

PR Consultant
Volvo Bus Limited
Heathcote
Warwick
CV34 8LX

PS Do we now get a full page purely devoted to Volvo every week?

No - Ed

Congrats on the new mag

From Richard Cochrane

SIR

Congratulations on the new magazine. I look forward to a weekly injection of news. I hope you continue with the cartoon. Do we get the *Coachmart Directory* as well?

Richard Cochrane
Transport consultant
Jardine Insurance Brokers
Manchester

Two into one goes

From Willy Pouliart

Congratulations with the new look of the new magazine succeeding your two popular PSV publications.

A main advantage is that the reader will now find all your PSV information in one single publication.

I look forward to seeing it develop further.

Willy Pouliart
Sales director
Van Hool
B-2500 LIER,
Belgium

Should be a winner

From Verite Baker

Congratulations on *Coach and Bus Week* - lively and informative. It must have taken a great deal of courage to go ahead in these depressed times with a new venture, but the content and style should prove a winner. Incidentally, who did the layout - I particularly like the little red headlines.

Keep up the good work, but don't forget it's the passenger who ultimately pays for all this.

Verite Baker
54 Ifield Road
London SW1

Thank you for your kind comments. Don't worry, every *Coach and Bus Week* reader will get a copy of the guide. And this year, it will be bigger and even better - Ed.



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DIARY

Watson makes his presence felt

GEORGE Watson's arrival at Sheffield Omnibus must be sending a shudder down the spine of SYT, given George's track record for swallowing up opposition.

He was man at East Midland who took over Maun Buses and Rainworth Travel and gave the kiss of death to Mark Kempin Travel. Our spies say he has already caused havoc with timetables by lending Sheffield Omnibus a Routemaster, which proceeded to outpace all the

trendy Mainline deckers of SYT. George owns three RMs in his own right.

Given the distinct possibility of rear loaders making another reappearance on the streets of Sheffield, can we expect SYT to use its refurbished RMs from Rotherham on 'extended' test runs in service?

Or will the city council apply for a Traffic Regulation Order to ban these types of vehicles on the grounds that they might operate too fast through the city centre?

You could pay to be polite

NOW here is a chance to lend your support to a really good cause.

The Polite Society, a registered charity which has been in operation for six years, is looking for backing in order to launch a major politeness campaign in schools. The campaign will take the form of a mobile drama group putting over the very worthwhile message that courtesy matters.

"We need a coach or large van that will be liveried as 'The Courtesy Coach' and carry the

sponsor's name, and we need about £45,000 a year to make it all work properly," explained the Society's founder, the Rev Ian Gregory, forgetting in his extreme excitement to say please.

Despite the uncharacteristic slip in manners, his plea for help must strike a chord with all coach and bus operators. As well as the publicity, they could also benefit from sending their drivers to see the plays.

The Polite Society is at 18 The Avenue, Basford, Newcastle, Staffs ST5 0LY. Tel: 0782 614407.

No humans here

FROM politeness to Peterborough and news of the latest in hotel design.

Formule 1, part of a French chain, has been built on the unlikely site of the Boongate Industrial Estate in *Coach and Bus Week's* much-maligned home town. The pre-fab blocks that make up the 80 bedroom hotel were built in a factory and assembled on site in just 11 weeks. The ultra-modern approach to accommodation doesn't stop there either. Apart from two managers, there are no full time employees. There are no porters, bell boys, chefs, bars or restaurants.

Customers are greeted by a cash-point machine which checks how many nights they want to stay, debits their credit cards and gives out a six figure code allowing them to pass through the locked lobby door and into a room. Red and green lights in the room tell them when it's safe to enter the bathroom ie when the self-cleaning lavatories and showers are not being sluiced with detergent.

The almost complete absence of staff means that the cost of a space big enough to sleep three is £17 a night. No-one can argue with that. Can they?



Putting the record straight

IN 1990 there were only 16 deaths involving buses and coaches out of a total of 5,217 road accident deaths. These facts are not simply the result of one good year, but an example of an industry record that stands up to close scrutiny.

As coach and bus operators come to terms with recession in an ever tighter commercial environment there is an urgent need to take the product to the people.

Each and every operator must take public relations seriously if the twin threats of the car-owning democracy and EC-inspired legislation are to be resisted. The option is to sit back and let the slump in demand take your business into liquidation.

It's a stark truth, but the industry's professional managers have already grasped the nettle.

Safety is an unavoidable part of your strategy. Look at the popular press and a handful of influential TV programmes and you will be mindful of the ever present threat. Popular perceptions are coloured by what they see and read.

Mike Morgan moves Coach and Bus Week's major safety initiative into gear with a close look at the PSV industry's tremendous safety record

Our job is to set the record straight. The campaign, which started in *Coachmart* last month, now has a much bigger platform through the pages of *Coach and Bus Week*. By adding the might of the big bus companies to the coach industry voice, our lobby can reach a wider audience and together we can raise the profile of the PSV industry.

The most urgent challenge comes from Brussels. Speed limiters set at 62 mph are proposed for 1994. Operators say it will devastate the express and coach holiday trade. The Government is on record as

saying it wanted national parliaments to determine speed limits. Nevertheless January 1, 1994 is the designated date.

To put up a fight the industry needs facts - data to dispute the assumptions behind the contentious arguments used to support the change. Equipped with data - not opinion - we can arm the industry with the ammunition it urgently needs to defend its position. *Coach and Bus Week* is taking the lead. Along with top flight tour company, Wallace Arnold, and leading chassis manufacturer, Volvo, we have shown the effect of lower speeds on coach schedules (see news section). Our attitude to safety must be positive. It is fact that coach and bus travel is almost 10 times safer than a car and almost two and a half times safer than a train - a message which needs to be written large in every operator's office and a theme which should be impressed on the mind of each member of your staff.

Coach and Bus Week has a business winning slogan, that complements the BCC's Year of Coach Travel and Tourism:

'Put safety first - travel by coach and bus.'



Putting the record straight

CLAIMS that coach and bus travel is safer than its competitors - car and train - are substantiated by the latest Department of Transport figures. In 1990, the last year for which records are available, PSVs were involved in 11,993 injury accidents. In these 9,292 coach and bus passengers were injured - just three percent of all road accident casualties. Yet these accidents resulted in only one percent (737), of all deaths and serious injuries.

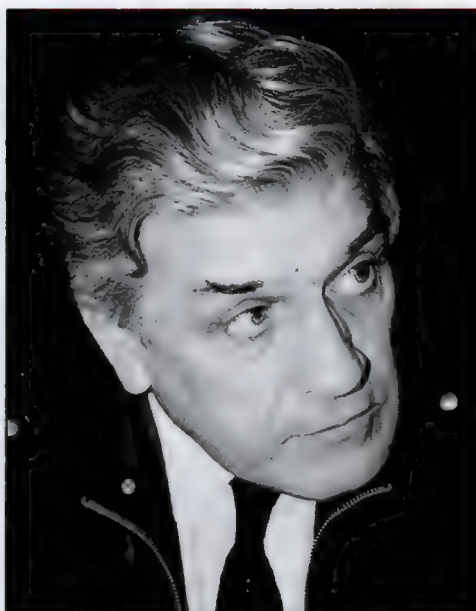
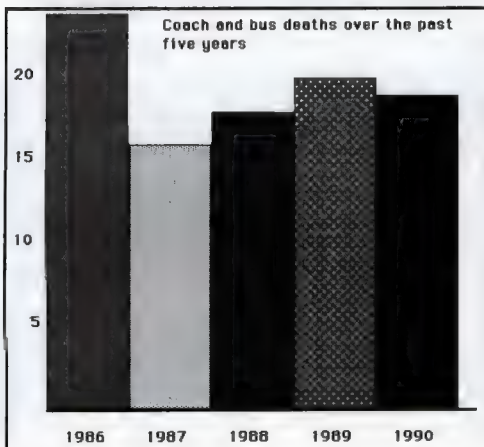
Nobody would dispute that each number is a tragic statistic representing human suffering. But these figures paint a picture showing PSV travel to be inherently safer than other modes.

Comparative accident rates become meaningful when measured against distance travelled. For all vehicles the average rate is 110 severities per 100 million vehicle kilometres. Pedal cycles score 514, buses and coaches 260, and cars hit 100. Not the complete picture you shout: "What about the number of passengers carried?" That's when we come up with the measure of ten times safer than car.

UK registered PSVs carried 5,470 million passengers in 1990/1 on 72,100 vehicles covering 3,821,300,000 kilometres. Bus and Coach Council technical director, Alan Gurley, says a record of 19 deaths and 788 serious injuries against that scale of operation makes the result statistically insignificant.

Each passenger is a precious commodity. Almost 50 percent of all PSV accidents involve people over the age of 50 and almost 40 percent of those have reached 70. At the other end of the age spectrum, school children account for less than one in seven of all casualties.

People have a subjective view of any incident involving the young or the old. So, no matter how good the record, there is no scope for any operator to sit back and rest on its laurels. Nevertheless, we don't need to ask why each coach or bus accident is a news lead for every local and national newspapers in the land. Remember those newspaper headlines prompted by fatal accidents,



Alan Gurley breaks PSV safety down to four components

including:

- February 1988: "Seatbelt plea for coaches" - Motorway U-turn kills four and injures 74 on the M4
- August 1985: "Bandsmen tell of fireball" - 21 people killed when RAF coach crashed near Munich
- October 1985: "Coaches take fast lane to controversy" - a M6 crash involves nine cars



Above: coach and bus accidents account for only one per cent of deaths and serious injuries

Left: graph showing the consistent record since 1986

Right: Department of Transport figures confirm the industry's tremendous safety record

and a van

- August 1982: "44 children killed in motorway disaster" - a French motorway disaster near Beaune in Burgundy.

Each accident provoked a "horror" reaction with every bar room expert coming up with a solution - "seatbelts", "speed limiters", "outside lane ban". *Coach and Bus Week* will examine each of the issues in a monthly series by talking to manufacturers, operators, passengers and safety experts.

Meanwhile, the industry can take pride in its achievements. Where challenged, then operators at local level should be able to put the record straight. Alan Gurley breaks PSV safety down to four components - vehicles, driver, operator, operation. He said: "All are heavily regulated." Then he asked the challenging question: "How do you think we got the figures to where they are?"

QUICK REFERENCE - 1990

Passengers carried:

Local service - 4,851 million

Express, excursion and private hire - 619 million

Vehicle kilometres: 3,831,300,000

Number of coaches and buses: 72,100

Deaths and serious injury involving a PSV: 737 (one percent)

DEATHS IN GREAT BRITAIN ASSOCIATED WITH COACHES AND BUSES

Year	1986	1987	1988	1989	1990
Drivers					
- urban	1	0	1	0	2
- non urban	0	0	2	1	1
Boarding/alighting passengers					
- urban	8	6	6	10	6
- non urban	0	1	1	0	12
Travelling passengers					
- urban	14	5	6	5	2
- non urban	1	3	1	4	6
Total coach and bus	24	15	17	20	19
Total - all vehicles	5382	5125	5052	5373	5217



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1987 (D) SCANIA K112/PLAXTON 3500. Telma retarder, 51/55 demountable, centre toilet, video system, water boiler, double glazed with curtains, steps and Cont. door.

1986 (C) VOLVO B10M CAETANO ALGARVE. 49/53 seats, centre toilet, TV/video, courier seat, double glazing and curtains.

1986 (C) LAG PANORAMIC INTEGRAL KITCHEN COACH, 46 reclining seats, with rear servery, full air conditioning, rear floor mounted toilet, water boiler, fridge plus usual executive features.

1985 (C) DAF MB 230 LAG GALAXY. High floor, 49/53 demountable, sunken rear toilet, TV & video, boiler, bunk, double glazed, Webasto, carpets & curtains, retrimmed throughout in brown. Finished in white.

1985 (PP) MERCEDES BENZ, 0303 high floor, 49 seater, centre sunken toilet, boiler, TV and video.

1983 (Y) BEDFORD YMPs PLAXTON PARAMOUNT 3200, 35 fixed seats, tinted double glazing, radio PA & tape, power door, side lockers.

1980 (V) DAF PLAXTON SUPREME 4. 57 seater, radio, PA, tape, side lockers, power door.

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J726 LKE. EX-DEMO DAF 400, Diesel, 16 seater, Crystals Hi Spec, white with blue interior, power door. 1st reg 01.08.91. COF.....**£17,950**

G936 SST. FREIGHT ROVER COACHBUILT, 20 hi-back moquette seats, power door, diesel. 1st reg Aug 1989. Annual Aug 1992.....**£15,950**

D209 VVV. CAETANO VIANA. 19 hi-back moquette seats, large boot, blue ext, blue int. 1st reg Sept '86. Annual July 1992.....**£15,750**

D864 PYS. OPTARE CITY PACER, diesel, 25 hi-back seats, large boot, power door, white with brown interior. 1st reg 02.02.87. Annual Dec 1992.....**£13,950**

EX-DEMO CITROEN C25 Highroof, SWB Diesel, 12 hi-back moquette seats, Crystals conversion, white exterior. 1st reg 23.08.90. Annual 1 year.....**£12,600**

D418 OET. RENAULT T35D Diesel, 14+ courier, moquette seats, radio, carpet to floor, armrests, curtains, TV box. 1st reg 23.10.86. Annual Dec 1992.....**£7,950**

E427 BMY. TALBOT EXPRESS 1500 Petrol, 14 seater, Crystals hi-spec conversion, white with blue interior. 1st reg 29.02.88. Annual May 1992.....**£6,950**

F181 LVU. MAZDA 2200. Derv. 14 seater, M2M Conversion, red with red/grey interior. 1st reg 25.05.89. Annual Apr 1992.....**£6,450**

F361 DVU. CITROEN C25, Petrol, 11 high back moquette seats, white with blue interior. 1st reg 31.08.88. Annual May 1992.....**£5,450**

OH1. 193X. MERCEDES 207D. Diesel, 12 hi-back moquette seats, radio, top sliding windows. 1st reg 15.02.82. Annual Nov 1992.....**£3,250**

FBM 924Y. FORD TRANSIT LWB, Petrol, 12 moquette seats, white ext, Autumn interior. 1st reg 11.10.82. Annual Feb 1992.....**£2,450**

A125 KTA. IVECO 35.8 Diesel, 14 hi-back moquette seats, white with red interior. 1st reg 1984. Annual Aug 1992.....**£2,450**

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G454 RKJ. FORD TRANSIT EXECUTIVE 190, 10 moquette seats, white ext, radio/cassette, reading lights, PA system, blinds, fridge, air cond, auto, 9,000 miles, as new. 1st reg 01.04.90. MoT 20.03.92.....**£13,450**

A741 BCN. TRANSIT SWB Minibus, Petrol. 1st reg 01.05.84. MoT April '92.....**£1,650**

A987 VMR. TRANSIT SWB, Minibus, Petrol. 1st reg 19.08.83. MoT Oct '92.....**£1,650**

B421 FKY. TALBOT SWB Minibus, Petrol. 1st reg 01.07.85. MoT July '92.....**£1,650**

A461 PFL. TALBOT SWB Minibus, Petrol. 1st reg 17.01.84. MoT Dec '92.....**£1,500**

MUH 239X. TRANSIT SWB Minibus, Petrol. 1st reg 01.01.82. MoT July '92.....**£1,200**

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Deregulation means mayhem for steel city

MOST people, bus operators included, agree something has to be done to control the number of buses - up to 350 an hour - in Sheffield's central shopping streets. That is the easy part. Actually solving the problem is far more difficult.

It has been troubling city planners, South Yorkshire PTE and at least some of the operators for more than three years, but so far has defied solution. No operator wants to be the first to pull buses out of the most popular destination in town if there is any chance that a competitor will move in and mop up. And the rocky road to a solution has been peppered by accusations and counter accusations between South Yorkshire Transport and some of the smaller operators about each others' motives.

Part of the problem lies in the nature of the competition. One-time railway interest in Sheffield's buses meant there was no significant National Bus Company presence in the area before deregulation and the challenge to SYT came mainly from smaller,

Competitive freedom has caused chaos in Sheffield city centre and now the council has stepped in with an application for a traffic regulation order. Is that what operators need and want, asks Alan Millar

often new operators. SYT subsequently acquired several of these businesses, only to face renewed competition as other companies, like the recently established Sheffield Omnibus, entered the fray.

A voluntary code of practice agreed by operators in March 1989 has since been overtaken by those changes. Some of the companies are now part of SYT; others refuse to be bound by the terms of a code

agreed before they started trading.

But with major roadworks soon to start on the Supertram project in the city, fresh urgency has been injected into finding a solution. The *Sheffield Star*, perhaps with more taste for drama than objectivity, describes traffic in some of the affected streets as 'like something out of Beirut', but there is general agreement that two roundabouts compound the problem. One in Church Street has zebra crossings on every exit and locks up regularly; at the other, in High Street, buses only get on if another bus is coming off in the opposite direction.

Sheffield City Council, so far, has lacked either the funds or the will to improve traffic management and is coming under increasing pressure to help ease the jams before the roadworks intensify the problem. It looked in November as if operators might have called its bluff.

With much fanfare, SYT announced that it had reached agreement with eight other operators for a 15 per cent general reduction in buses in the city centre, an eventual halving of bus numbers in High Street and Haymarket and diversion of most out-of-city services to terminate at the Pond Street Interchange, which is some distance from the main shopping streets.

Subsequent events are clouded in mystery. Most operators say they have kept their side of the bargain, but accuse their competitors of not doing so. SYT associate director Ian Davies says his company has been reducing scheduled journeys over the past six months, but its competitors are unimpressed.

Probably the most vociferous, 50-vehicle Yorkshire Terrier's managing director, Bill Baldwin, says SYT has flooded the routes with high frequency services, including duplicate and low fare buses which compete with the small companies. 'We identified 15 per cent of our schedules in October and we cut back. The Department of Transport even agreed it in under the six weeks normally required for registrations.

'SYT does a lot of talking, but it doesn't register any reduction in the number of vehicles it operates. It is blatantly obvious that it has no intention of reducing its services.' Baldwin is an ex-SYT manager.

Sheffield Omnibus director Mike



SYT and its subsidiaries are blamed by other operators



The new code of conduct includes a 15mph speed limit

Armstrong says his company reduced its services through the city centre by 25 per cent from January 4, but adds: 'We are certainly saddened that our actions have not been followed by other operators.'

There is a gentlemen's agreement not to increase services, but if a new operator or, indeed, any of the existing operators does establish new routes then the whole plan falls down. And the Traffic Commissioner has indicated it would be anti-competitive for him to prevent new operators from replacing any of the journeys withdrawn.

Davies says SYT recognises that its motives could be suspected and it is happy for the PTE to take the initiative instead to try and reduce bus numbers, starting with the Ecclesall Road corridor on which SYT, its SUT-Sheafline subsidiary, Andrews of Sheffield and Sheffield Omnibus all operate. Outline agreement has been reached for all four operators to take those services out of Church Street and High Street, provided no one else steps in with a replacement service.

To try and prevent that from happening, the PTE has incorporated the Ecclesall Road proposals into a new code of conduct which it wants to be signed by all 13 operators running into the city.

It will also restrict High Street, Church Street, Waingate and Haymarket to buses serving those streets, will ban light running, layovers and crew changes in the streets at most times and will oblige operators to provide the PTE with details of the actual timetables operated, rather than registered timetables. And, reflecting Baldwin's complaints against SYT, it says duplicate buses should only be provided where there is clear evidence of need for additional carrying capacity or if there is clear evidence

that they will relieve congestion.

Additionally, the code lays down a 15mph speed limit and says buses should not wait unnecessarily at stops between 7am and 7pm on Mondays to Saturdays. PTE service quality manager Chris Brooke-Taylor says there are frequent instances now of buses waiting around for up to 10 minutes at stops, with drivers justifying the delay by adjusting ticket machines and mirrors. Often, he says, buses are parked at angles to block competitors' vehicles.

While only some parts of the code are



More restrictions are on the way

legally enforceable, Brooke-Taylor says the PTE will monitor compliance as part of its service quality audit and it will inform operators and the Traffic Commissioner of any flagrant breaches which come to its attention.

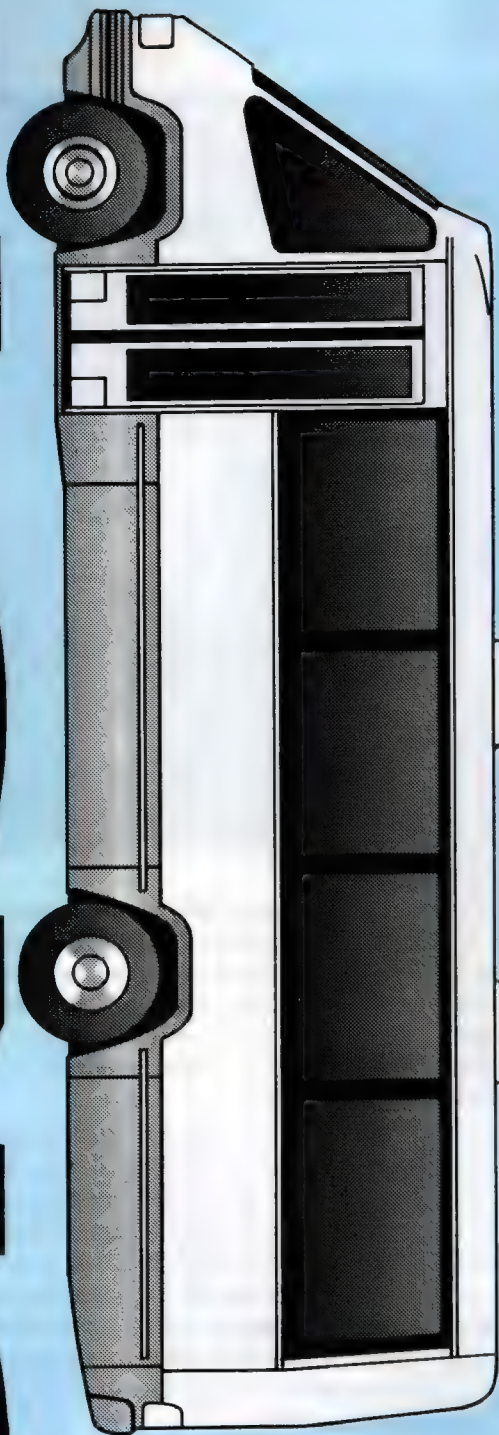
He hopes it will lead to further measures, including a more meaningful reduction of bus numbers, and early signs are that the operators are prepared to sign. But whether it will achieve much is another matter. Brooke-Taylor admits the code lacks many teeth and Baldwin, fiercely defending his company's right to expand as commercial opportunities present themselves, describes it as spineless.

Baldwin remains suspicious of SYT. 'We're prepared to sign anything if we felt there was a genuine interest in easing the problem, but I see no indication that SYT is prepared to do anything.' And he refuses to surrender Yorkshire Terrier's claim to serve the busiest streets. 'We will take people as close as we possibly can to the shopping areas where they want to go,' he says.

About the only thing on which they, and the other operators, agree is that the city council should seize the initiative. And in the last two weeks, it has done just that. The council has applied to the North Eastern Traffic Commissioner to place a traffic regulation condition on buses using the High Street/Church Street and Haymarket/Waingate routes. The council wants use of these streets to be restricted to buses making genuine cross-city journeys and for services terminating in the city to be diverted to the new Pond Street interchange.

It remains to be seen whether this municipally-imposed solution will finally bring an end to the inter-operator wrangling.

The **LONG** and the **SHORT**

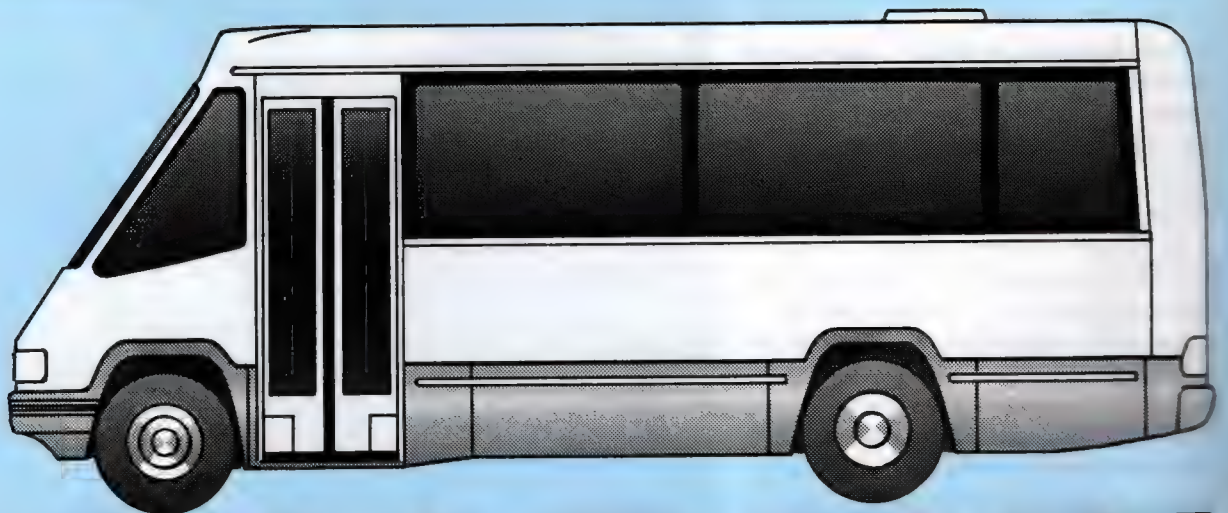


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UB

Dirt sucked out by automated system

DIRT and litter can be removed rapidly from the interiors of buses and coaches with a minimum of labour using a new high tech suction process, according to its importers.

The Autonet System is a range of programmable equipment designed to clean vehicle interiors using a suction process which is labour saving and consistently effective. It is manufactured in France by ONET SA, and marketed in the UK by a joint venture company, Autonet Services, set up by the makers and British commercial cleaners OCS Group.

Users include bus, coach, tramway and rail operators in Europe, ranging from TPG Geneva to the French rail company SNCF.

Autonet offers two different models - stationary or mobile. The machine is sealed to a suitable opening of the vehicle, with another opening providing an air supply. Suction turbines are then activated, creating a strong



Autonet in use in Europe

current of air which literally sucks up all litter leaving the interior clean and odourless. A compressed air unit allows the removal of inaccessible, and the cleaning of small dirt residues

from sliding doors and windows.

Contact: Ted Daniell, Managing director, Autonet Services Ltd, Sovereign House, 2 Sovereign Park, Park Royal, London NW10 7QP. Tel: (081) 965 7300.

High force from Voith

TRANSMISSION specialist Voith has launched a new generation retarder onto the coach and truck market.

The 133 retarder is based on the proven 130 model and has the same compact and lightweight design. However, it equals the 3000 Nm maximum retarding force of the earlier design at a propshaft speed of only 750 rpm.

The maximum possible braking torque of 4000 Nm can be limited depending on vehicle characteristics.

Compared to the previous model there is now a considerable improvement in the braking torque in the lower speed ranges, due to a development of the rotor and stator. A newly-designed housing integrates the sound

absorber and makes it resistant against contamination.

Control of the 133 retarder is through the five-stage proportional control system which has already been proved on the smaller 120 model.

Contact Voith Engineering Ltd, 6 Beddington Farm Road, Croydon, Surrey CR0 4XB. Tel: (081) 667 0333.

New schedulers launched

OMNIBUS Systems of Oldham is marketing three simple computer scheduling systems which are fully menu driven with no complex databases required.

Set up by Peter Crichton, formerly with Shearings, OmniTimes generates both simple and complex timetables and can handle differential running times and up to 30 timing points.

Omnibus uses trip information from OmniTimes to create bus workings as a scheduler would do and can print out duties, running boards, and bus and

crew graphs.

OmniStop uses this information to print out bus stop displays, bus station lists or departure sheets.

All three systems are designed to supplement scheduling skills and are currently being used by nine operators based in Cheshire, Greater Manchester, Lancashire and Merseyside.

Contact Peter Crichton, Omnibus Systems, 2nd Floor, 90 Union Street, Oldham OL1 1DS Tel: (061) 628-9818, Fax: 061-627-5439.

Spray to save

SPRAYSHOPS consuming over two tonnes of solvent a year will be required to conform to new legislation covering volatile organic compounds from 1984.

As a result, all bodyshops will have to document and prove their solvent usage, and those exceeding the limit will have to register and pay a licence fee to their local authority. They will have to install spray guns which achieve at least 65 per cent transfer efficiency, with no more than 10 psi air pressure at the air cap.

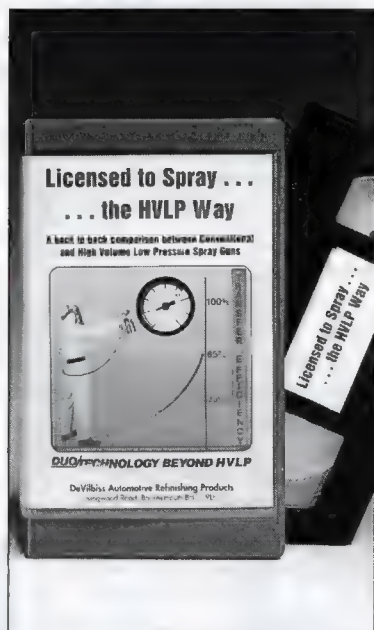
Many shops will be able to avoid the legal net by reducing solvent consumption to below the registration threshold by adopting less wasteful use of solvent.

One way to do this is to use high volume low pressure spray guns.

Manufacturer DeVilbiss has released a video explaining the use and technical advantages of its new HVLP JGHV-602.

The video, although aimed primarily at trainees, will also help established operators get to grips with the latest HVLP spray technology.

Titled Licence to Spray...The HVLP Way, the 16-minute video costs £19.99 from Ian Bunker at DeVilbiss, Ringwood Rd, Bournemouth BH11 9HL. Tel: (0202) 571111.



Video from De Vilbis

New entrants warned about regular checks

NEW entrants to the bus and coach industry were given copies of a feature in *Coachmart*, outlining the maintenance system recommended in the South Wales and West Midland Traffic Areas, when they appeared before the West Midland Traffic Commissioner, John Mervyn Pugh, at a Birmingham public inquiry.

Mr Mervyn Pugh told them that the grant of a psv operator's licence was a privilege. As well as granting licences, he also had to revoke and suspend licences. That was an aspect of life he did not enjoy. Once they entered the industry a great responsibility rested on his shoulders as far as their conduct was concerned.

It had often been said that a Traffic Commissioner was the guardian of public safety, said Mr Mervyn Pugh. Each one of them had relied on him in the past to ensure that the public service vehicles on their roads were safe.

"It was no excuse to say that the garage had let them down. It was up to them to make sure that their maintenance contractor got it right"

When people got on to a bus they never thought for one moment that it was unsafe. If they did, they would not get on. That great assumption by the public must never be dented.

Indicating that he wanted them to put their vehicles through a further MoT test as soon as they could, Mr Mervyn Pugh pointed out that servicing a vehicle was different from inspecting it.

He said that the maximum period recommended between inspections was six weeks, but four weeks was probably the norm. He was aware of one operator with a brand new fleet, who was inspecting his vehicles

every week, as he felt that in that way he would get nine years out of the vehicles instead of six.

He was pointed out that it was very important to pre-book vehicles in for inspection if an outside garage was used for maintenance. If they were not pre-booked in, inspections got missed and inspections must not be missed, he said.

Mr Mervyn Pugh warned those who planned to contract their maintenance out that they could not also contract their responsibility out. It was no excuse to say that the garage had let them down. It was up to them to make sure that their maintenance contractor got it right.

Emphasising that the future of their businesses depended upon their fitter, and that he was the key man, Mr Mervyn Pugh said he was not concerned about prohibitions picked up during the course of a journey for something that suddenly went.

What worried him was when the vehicle examiner said prohibitions were caused by neglect. Neglect arose in three ways: Through missed inspections, through delayed inspections and, more often than not, through poor quality inspections.

The recommended system was a simple system that worked, said Mr Mervyn Pugh. However, people complicated a simple system. Some had a blackboard instead of a colour coded flow chart. It did not work as things could get rubbed off.

Some operators had drivers' meetings instead of sending them letters outlining their responsibilities. Some people just got them to sign a list, instead of a duplicate copy saying they had received, read and understood the letter.

Some people put a defect report book in the cab instead of making it personal to the drivers. Others gave them a clip board with a large tick sheet, instead of



"The fitter is a key man..."

using a simple duplicate book. History showed that if drivers were given a large tick sheet, at the end of a busy day they would not fill it in.

If a simple system of regular inspections, nil daily defect reporting and letters to drivers was operated, they would not

"The recommended system was a simple system that worked, said Mr Mervyn Pugh. However, people complicated a simple system"

collect prohibition notices that caused him concern. If they did not collect such prohibitions, they would be able to carry on their businesses without hassle. It was terribly important that they saw to it that their drivers realised that they were part of their team.

Ivan Shirley, trading as Travel Time, of Bloxwich, had applied for a national licence for two minibuses.

He told the Commissioner that he had been a psv operator for 15 years before retiring early in February 1989. He would now like to get back into the industry. "I don't know whether it is in my blood or not," said Mr Shirley.

Liyell Ltd, of Hammersmith, Ripley, was seeking a licence for 10 single deckers based at Willenhall. Director William Marsden said that he had previously worked for London Buses and in the midlands and the north east. The company would be doing private hire and excursion work initially.

Asked about the livery, Mr Marsden said that it would be lime and yellow, hence the company's name.

Others to be granted licences were Balder Singh Hayre, of Bridge Street, Wednesbury, and Serverse Ltd, of Tamworth.

A director of Serverse, Stephen Locknall, said that it would be undertaking some local services and the company's vehicles would be inspected every four weeks by a commercial garage. Recommending that they join the Bus and Coach Council, Mr Mervyn Pugh also suggested that they read and enjoy the *Licensing and Legal Column* in *Coach and Bus Week*.

"But don't appear in it," he said, "as that is where all the people who get into trouble appear."



Lambkin loses his appeal

ISLE of Sheppey-based Ronald Lambkin, who trades as Lambkin Coaches, has lost his appeal against the decision of the South Eastern Traffic Commissioner, Brigadier Michael Turner, to refuse to renew his three vehicle PSV operator's licence on grounds of repute.

In dismissing the appeal, the Transport Tribunal said that in the 10 years prior to the 1991 public inquiries Mr Lambkin had been called to four other public inquiries, each of which related to maintenance.

In February 1991 Mr Lambkin was convicted by the Faversham and Sittingbourne Magistrates of five offences of using a vehicle without a PSV operator's licence, two offences of employing a driver to drive a public service vehicle without a psv driving licence and four offences in relation to record keeping, being fined a total of £1,000.

In June 1991 Mr Lambkin pleaded guilty before the same magistrates to three offences of permitting the use of a vehicle

while the subject of a prohibition notice. He was fined £150 and ordered to pay £200 costs.

After hearing financial evidence in private in April, the Commissioner adjourned the proceedings to enable Mr Lambkin to produce accounts and balance sheets for the years 1988 to 1990, and to await the result of the June prosecution.

In June the Commissioner pressed for the accounts, which

substantial delay, said the Tribunal, and instead took a charitable course, in indicating that he was unwilling to say that if Mr Lambkin could not produce accounts then that was bad luck, and that he was setting the financial situation aside from his decision.

In concluding that he was not satisfied that Mr Lambkin met the requirement in relation to good repute, Brigadier Turner

"In dismissing the appeal, the Transport Tribunal said that Mr Lambkin had been called to no less than four other public inquiries, each of which related maintenance"

had not been delivered. Further pressure resulted in a last minute bid for another adjournment, which the Commissioner refused because of his concern about the way the case was dragging on.

In his decision, Brigadier Turner concluded that the only way he could satisfactorily consider the question of financial standing was to have properly audited accounts available. He was understandably unwilling to delay still further a case in which there had already been

said that in his view he had to look at the situation in the round. There was a history of disciplinary inquiries, leading to curtailments, reductions in vehicles and a revocation followed by the granting of a short licence with a vastly reduced number of vehicles, and then, within a period of just over 12 months, 14 offences all related to the operation of vehicles.

The Tribunal rejected arguments that maintenance matters, and the consequences of

previous poor maintenance, went to the question of professional competence and not to good repute. They said that while, a poor maintenance record did not necessarily reflect on good repute, it would be absurd to say that it never could.

It was also argued that the Commissioner had failed to take account of favourable matters, such as the 18 years of operation without any convictions, the much improved maintenance situation, the distractions caused by family illnesses and Mr Lambkin's reliance upon a transport manager to administer the business during the time the offences were committed.

The tribunal said the commissioner had said he had to look at Mr Lambkin 'in the round'. In their view that could only mean that he was saying that he had to balance the good points against the bad. They found it quite impossible to conclude that the Commissioner's decision was unreasonable.



Darleyford drivers fined

Two drivers employed by Darleyford Coaches, of Darley Ford, near Liskeard, were fined £350 after admitting drivers hours and tachograph offences before South East Cornwall Magistrates.

Malcolm Holden, of High Tremar, Liskeard, pleaded guilty to exceeding the daily driving limit and taking insufficient rest on an international journey. He was fined £300.

Sean Beaumont, of Saltash, pleaded guilty to failing to make entries on the centre field of a tachograph chart and was fined £50.

Charges against another three of the firms drivers, and more than 30 alleged offences of permitting drivers to breach the hours and tachograph rules by the firm's partners, Albert Garfield Deeble, Albert Jeremy Deeble and Paul

Deeble, were adjourned to a future date. Prosecuting for the DTP, Tony Beard said that the offences were discovered when the firm's tachograph charts were checked by a traffic examiner. The longest period of continuous rest taken by Mr Holden during a 30 hour period on a double manned journey from Italy last June was six hours. That was two hours short of the minimum required. During the same period he had driven for 13 hours and five minutes when the maximum allowed was 10 hours.

Mr Holden said that they had left Italy with plenty of time for the journey. To make the passengers' journey more interesting they had gone through a breathtaking mountain pass, with a stop for coffee, instead of the much quicker tunnel route, and had then "nipped" into Paris. He had hoped to take his statutory rest of eight hours on the ferry from Le Havre to Portsmouth, thinking the

crossing would take 7 hours. However, it only took 5 hours. Had they not taken the mountain pass and gone into Paris, but instead had gone "hell for leather" for the ferry he would have had sufficient time on his hands to take the rest required. "It was an oversight and a genuine mistake," he said.

Mr Beard said that Mr Beaumont had failed to fill in the details on his tachograph chart after a journey between Plymouth and Liskeard. It was important to enter the details so that an examiner checking the charts should be able to piece together both the driver's day and the use of each coach.

For Mr Beaumont, Patrick Dunne said he had returned to the Darleyford depot, grabbed the chart, jumped out of the vehicle and then forgot to fill it in.



Cut for Morse

BRIDGWATER based William Davies, who trades as Morse Coaches, has been given a strong warning about the maintenance of his vehicles, by the Western Traffic Commissioner Air Vice Marshal Ronald Ashford at a Taunton disciplinary inquiry.

Mr Davies' PSV operator's licence was cut to expire at the end of August 1994, instead of at the end of August 1995.

Department of Transport vehicle examiners will carry out a further investigation within the next 12 months.



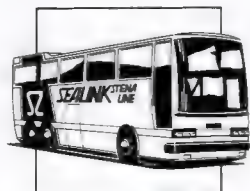


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COACH TOURS & EXCURSIONS

Scottish Travel Fair breaks record before even opening

THE Scottish Travel Fair has already broken records despite having yet to be staged.

The event on April 9 and 10 at the Scottish Exhibition and Conference Centre has attracted 500 UK buyers to register, and a further 360 from overseas - the largest pre-booked attendance STF has so far achieved.

In all, 20 countries are represented by buyers: "This is a tremendous encouragement to all who work in the Scottish travel industry," said Scottish Tourist Board chairman Ian Grant.

"It confirms that hard work and persistence with intensive marketing and promotion during difficult trading conditions has kept Scotland's profile high and our place as a top attractive destination secure in home and overseas business."

The attendance of overseas buyers has brought with it a number of coach operator exhibitors. At least ten will be represented, including Clansman, Leask, Dodds, SMT, Lowland and Silver Coach Lines.

"This is a great opportunity

for operators to contact major tour operators," said one of STF's organisers, Angie Reed. "Scotland is a popular destination with overseas buyers."

Mr Grant said the STF was the ideal launch pad for the 1992

season. In all, 240 exhibitors are promoting on 145 stand spaces.

There are hotels, tour operators, visitor attractions and a large number of other facilities giving details of their plans for 1992 and beyond.

Receptions hosted by the STB in conjunction with Strathclyde Region and Glasgow District will be held at various venues around Glasgow, including Kelvin Hall, Peoples Palace, the Royal Concert Hall and the Arches.

"We were last in Glasgow in the year of the Garden Festival, and that along with the Year of Culture has allowed this city to make its mark as a tourism destination," said Mr Grant.

Registration forms for the STF are available by contacting the STB on 031 332 2433.



The Duke of Atholl inspecting his Highlanders

Watercress Line wants your group business

COACH operators have been invited to take to the Watercress Line, in Hampshire, in a bid to win over more group business.

The steam railway at Alresford can not only treat travellers to an hour's journey back in time but can provide meals, coffee and biscuits en route. Operators can see all of this first-hand on March 23, when a special train is laid on exclusively for the coach trade.

"My colleagues - Ian Shawyer of customer services and Liz and Dave Baldwin, our catering managers - will be there on the

day and will be pleased to discuss how we can work with you to our mutual benefit," said Ian Dean, managing director.

The familiarisation day kicks off at around 10 am, the first train leaving at 10.30 am from Alresford to Alton. Additional trains are at 12.10 pm, 2.10 pm and 4 pm. Each trip will take about an hour.

The Watercress Line's new Countryman train is running two Sundays a month this season, with menus from a £3 coffee and biscuits to lunch at £11.95. Fare is extra.

There are a number of special events organised for the year, including car rallies, Paddington Bear's day out, American weekend and, appropriately, the Bus Bonanza day on September 6.

Full details of the Watercress Line are available by writing to Ian Shawyer, Mid Hants Railway plc, The Railway Station, Alresford, Hants SO24 9JG, Tel: 0962 73400, or 733810, Fax: 0962 735448. Familiarisation day registrations, free, can also be made on these numbers.

Resting place

FRENCH hotel chain Primevere has opened at low-priced Brussels Resthotel... its first outside of France.

The neatly-equipped hotel in the Louise area of the European capital has 62 rooms, all with WC, shower, cable TV and 'phone.

Prices for Resthotel Brussels are reasonable. At current exchange rates, beds are around £25.50 a night and the carvery.

Full details are available from Resthotel Brussels, Tel: 010 32 2 343 8175, Fax: 010 32 2 346 0323.

Birmingham to host Coaching Pleasure Day

THIS Year's Coaching for Pleasure Day is to be staged at Birmingham, after a great deal of deliberation by organisers.

The Coach Tourism Council will be targeting 50 coaches to attend the big day, and expect the kind of media publicity associated with a major city. In all, CTC members should be bringing 2,000 group organisers aboard their vehicles.

Changes to this year's event include a grand holiday auction, with the Family Holiday Association benefiting from the money raised. Members will be canvassed to donate breaks, and will be asked to get donations from the holiday trade generally.

Much of the rest of the Coaching for Pleasure Day will follow the format of earlier years. Again, the impressive convoy of vehicles will converge on a central point for final instructions and to give the Press a photocall. From there, the guests will be whisked away to local attractions for the day and brought back for a presentation before heading home.

So far, discussions of a suitable date have suggested September 8 or 9, but CTC members will be kept up to date with developments so they can keep their diaries free.

The CTC's Charity Ball after the British Travel Trade Fair is

now up and running.

The event will kick off at 8 pm with cocktails, and dinner will be served at 8.45 pm.

A cabaret night spot and dancing to a live band will keep the evening rolling along.

Tickets are £35, and can be bought by the table. Many exhibitors at the BTTF have already taken space to use as corporate entertainment.

Details Andy Grout, 9 High Street, Olney, Bucks MK46 4EB.

A few CTC members have changed address, contact name or phone number. Please note the new details:

Cooks Coaches, Tel: 0702 344702, Fax: 0702 436887.

Marshall's Coaches Tel:

0525 376077, Fax: 0525 850967.

Peterborough Travel Consultants, Mrs P. Greeves, Tel: 0733 267025.

Dover Harbour Board, Michael Kravenbrink, Fax: 0304 240465.

Bere Regis Coaches, Fax: 0305 266600. Nottingham City Council, Mr K Liepins, Fax: 0602 483405.

Kingsman Travel, Mr J. Mancini.

Wold Travel, Tel: 0377 217461, Fax: 0377 217810.

Goldline Travel, Hilary Dellar Lane, Tel: 0734 573133, Fax: 0734 575379.

Woods Coaches, Tel: 0533 786374, Fax: 0533 47 7819.

Sealink Stena, now Craig Anderson, 4th Floor, Sealink Stena, Charter House, Park Street, Ashford TN24 8EX.



Reading University for summer accommodation

ONE of the best accommodation deals in the Reading area is being offered by Reading University's Bulmershe Court, a newly-built, 100-room complex.

At under £20 plus VAT rack rate per person including continental breakfast, the deal is reasonable but add evening meals at £7 a head and it looks even more attractive.

Bulmershe Court is at Earley, Buckinghamshire, just 41 miles from Central London and adjacent to junction 10 of the M4, making it ideal for group visits to Windsor Safari Park, Windsor Castle, Henley, Newbury racecourse and a number of other attractions including National Trust properties.

The rooms are fully carpeted, centrally heated and double-glazed, with en suite shower and WC. Towels are provided and there is one room suitable for a disabled client. Since each floor has its own kitchen, Bulmershe may also be excellent for self-catering breaks, particularly for schools, colleges and special interest groups.

Fitting in with the university timetable is a bonus; the rooms are available from July 18 to September 5, neatly encapsulating peak holiday season.

Full details of Bulmershe Court or inspection visits can be arranged through Gill Sylvester, Tel: 0734 318334.



Sample West Country heritage at the last day out

Last day out in the West

THE last of West Country Tourist Board's Day Out fairs is set for Plymouth on March 14. The showcase of West Country attractions will attract tour and coach operators, group organisers and others to see the latest venues on show.

Full details are from WCTB, on 0392 7635.

New northern group manual

YORKSHIRE and Humberside Tourist Board has released copies of its new group organiser.

The 92/93 issue has 76 pages of information including air travel details, language schools, hotel groups operating in the area, university accommodation, conference venues, attractions and lists local tourism officers.

"The manual should prove extremely useful as the reference dossier of contacts for those planning group tours to Yorkshire and Humberside," said YHTB assistant marketing manager Dinah Varlow.

Copies are available from YHTB, on 0904 707961, Fax: 0904 701414.

Everyone in Scotland is getting ready for the holiday season.



Come and see for yourself. We're on Stand No. GH 3056, at World Travel Market.

That's where you'll find experts on all aspects of Scottish tourism.

Come along and meet representatives from the Scottish Tourist Board and partners.

We're there to provide useful information and to help you to find out more about Scotland's £1.5 billion tourist market.

Don't forget to leave your business card to receive details on Scotland's Travel Fair, Glasgow 9th - 10th April 1992, and we'll also tell you how you can win a week for two in a luxury country house hotel in Scotland.

I'm interested in discovering more about Scotland. Please send me a free copy of the Scotland Group Organisers and Travel Trade Guide 1992.

Return to: UK Travel Trade, Scottish Tourist Board, 23 Ravelston Terrace, Edinburgh EH4 3EU.

Mr/Mrs/Miss/Ms _____

Company _____

Address _____

Post Code _____



SCOTTISH
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Big savings for groups with booming American Adventure

THE American Adventure Theme Park at Ilkeston, Derbyshire, has pruned pounds off its group admission prices with a three-tier payment system.

Its normal admission price of £8.95 for adults and £7.95 for children over 4 years old is now £4.50 per head, regardless of age, for tickets paid on the gate. This

trips. Tickets at £3.50 are supplied on a sale or return basis and invoiced after they are redeemed on the gate. When the initial 100 tickets are sold, the price drops still further to £3 a ticket.

"We strongly recommend that are not sold at less than £4," warns the marketing and sales

division's Jonathan Meads. The deal is also being offered to hotels and social clubs.

The American Adventure Theme Park has also reacted to coach operator complaints by building a new coach

The opening of EuroDisney will not dent the enthusiasm this created, says the park's sales manager Tanya Crawford.

"We are treating the advent of EuroDisney as an opportunity, not as a threat," she says.

"The general attitude here is that EuroDisney will increase customer awareness of theme parks throughout Europe. There is little doubt that EuroDisney will affect the theme park industry but we believe this could be positive.

"Providing we maintain and improve our standards coupled with our policy of providing great value for money, we have nothing to fear.

Full details of the American Adventure Park are from

Jonathan Meads. Tel: 0773 531 521. Fax: 0773 530238.

Don't miss next week's Coach and Bus Week guide to British AND European theme parks.



Silver City... Living Theatre at the American Adventure

price drops to £4 a head for prepaid tickets.

The package is better still with Premier Account Customers - those who book a number of

park directly outside of the main entrance.

The park has done very well through the recession, upping attendance by 30 percent in 1991.



Doing well in spite of recession

Let's go Lego

ASK any child what his favourite toys are and Lego is likely to figure. That's why Legoland in Denmark has attracted a 1.2 million audience in the last 12 months, more than 60 percent of whom are visiting Denmark.

The attraction is almost exclusively built from Lego. In all 38.5 million Lego bricks have been used to produce everything from castles to wild animals.

But it's not just about Lego.

Titania's Palace is a breathtaking collection of dolls and tiny doll's houses made during the 19th Century. The park has its own picnic areas, restaurants and hotel.

Opening of Legoland, near Billund, is May 1, closing September 20.

Full details of Legoland are available from 010 45 75 33 1244.

Hunt the Whipsnade Easter Eggs

OPERATORS are being offered hefty discounts for Whipsnade Wild Animal Park over Easter, when there are 2,000 hidden eggs to be found.

The Bedfordshire park will be charging £5.60 for adults, £3.25 for children from 4 to 15 years old and £4.60 for students and OAPs in any group of ten or more. As with all entry to Whipsnade, the entry is payable on arrival, though accounts can be set up with the attraction.

Hidden around the park at Easter will be tokens, which can

be exchanged for a creme egg. Silver and gold tokens will be redeemable for special prizes. Competitions and raffles will also be run over the four days from April 17 to 20.

The fast-approaching Mother's Day also sees Whipsnade running a special offer. Mums get in free on Sunday, March 29 provided they are accompanied by at least one child.

Full details of all Whipsnade visits are available from the park on 0582 872171.

NW frontier

FRONTIERLAND at Morecambe has dropped its prices for the 1992 to maintain its position in the north-west leisure scene.

The price of its unlimited ride pass - previously £7.50 in

1991 - is now £5.99, while the family ticket at £24 is now £19.99.

Details from Frontierland, on 0524 410024.



Visiting Dudley can be hard work

Visiting Dudley can be hard work.

Especially if you visit Dudley's canals. In fact, some people get so carried away that they have to try legging. When the Dudley Tunnel was built 200 years ago this was the only way to get about.

But don't worry - it's not compulsory. Your trip into the limestone caverns beneath Castle Hill will be by electrically-powered narrowboat. It's a thrilling experience.

And, while you're here don't miss the Black Country Museum, a superbly recreated working village.

Or the Zoo with its fine collection of animals displayed against the backdrop of Dudley's restored castle.

Then there are over twenty crystal and glass studios and a host of friendly real ale pubs . . . One way or another, it'll leave you breathless.

For further information, please contact:

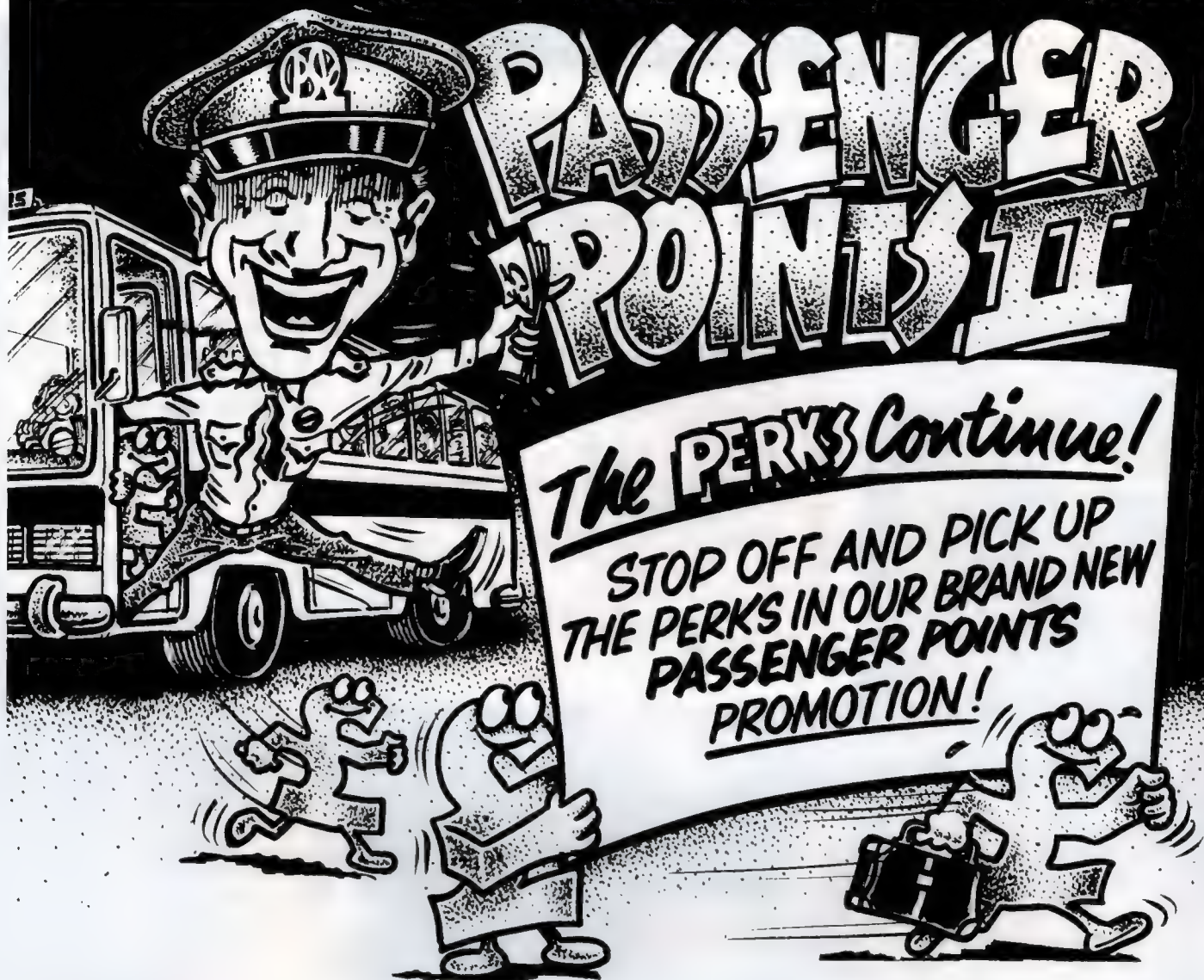
Dudley Information Centre
Churchill Precinct, Dudley

Tel: 0384 250333



DUDLEY
Metropolitan Borough

Economic Development Department
7 St. James's Road Dudley
West Midlands DY1 1HP



Three good reasons for taking your breaks at our Service Areas.

Stop off and pick up the perks in our new Passenger Points promotion!

1 A free meal for PCV Drivers

You'll find fast food, self-service or table-service restaurants at all our Service Areas, and they all have a special area set aside for you to enjoy a free meal* or snack in the company of other PCV drivers. It's our way of saying 'thank you' for bringing your passengers to our Service Area. And there's more

*when you bring 20 or more passengers

2 Free £5 vouchers

Every time you bring a party of 20 or more passengers, you can start collecting Passenger Points in our exciting coach driver's promotion.

Collect 140 Points (just seven visits!), and you'll receive a free £5 voucher to spend at any Roadside Service Area.

3 The chance to win a holiday in our free prize draw

Every £5 voucher you redeem gives you free entry into the Passenger Points II Prize Draw - giving you the chance to win a range of fabulous prize holidays!

The more Passenger Points you collect, the more £5 vouchers you'll receive and the more chances you'll have to win a prize in the draw.

To find out more, just take your next break at a Roadside Service Area, pick up a Passenger Points II booklet and start collecting now!

REFRESHINGLY
Different

Anderton: M61 between J6 & 8 Aust: M4 J21 Bangor: A55 JA55/A5 Cardiff West: M4 J33 Farthing Corner: M2 between J4 & 5 Forton: M6 between J32 & 33
Hilton Park: M6 between J10A & 11 Knutsford: M6 between J18 & 19 Newark: A1 JA1/A46/A17 Scotch Corner: A1 JA1/A66 Swansea: M4 J47

Wide choice for operators at this year's British Travel Trade Fair

THE British Travel Trade Fair in April is much more than just an amalgamation of the MOOT and Travelpact fairs held last year.

The combined England, Wales and Northern Ireland tourism show has mushroomed into an exhibition with over 700 products from the provinces. Many of the attractions, hotel groups and travel services have something new to say.

Hampton Court Palace is launching its International Flower Show, set for July 8 to 12. It's a surefire winner with coach groups, and the standholders will be pleased to explain the range of group and corporate discounts available.

Hever Castle has a checklist

of events this year, with everything from patchwork shows to a day unravelling the history of party cakes!

Slightly more down to earth is the National Railway Museum's stand, revealing new developments in the complex which will open to the public two weeks later. The exhibition has been



completely revamped and effectively doubled in size, trading on its success as National Heritage Museum of the Year 1991.

Anyone not acquainted with the National Trust can pick up the sumptuous NT operator guide from its stand.

This illustrated loose-leaf book may help pack an itinerary with low-cost heritage attractions.

The RAF Museum at Hendon has been busy this year revising its deals for the coach trade and is now ready to do business with refined booking and payment packages. The new group manual will be launched at the fair.

One of Britain's heritage landmarks, Tower Bridge, is to get a complete facelift starting this year. Operators won't have to wait until the official completion date of 1994 - the centenary of the bridge - to see what a massive £3.5 million is to be spent on. Plans of the new attraction will be on view at BTTF.

Ever thought of placing one of your education or special activity groups at a university or college? If you haven't, drop in on stand



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BATH RACES

1992 FIXTURES

Tuesday	28th APRIL
Saturday	9th MAY
Monday	18th MAY
Saturday	13th JUNE
Friday (evening)	26th JUNE
Saturday	4th JULY
Wednesday	8th JULY
Monday	20th JULY
Tuesday	11th AUGUST
Monday	14th SEPTEMBER
Monday	28th SEPTEMBER

A 20% discount is available for prepaid party bookings of 20 or more

For further details contact the Secretary at:

**Bath Racecourse Company Ltd,
Greenfields, Little Rissington,
Cheltenham, Gloucestershire
GL54 2NA**

Telephone: (0451) 20517



England, Wales and Scotland - the elements of the BTTF represented by costumed organisers Christing Pott, Pat Crimp and Eleanor Muirhead... a real Scot!

110 and talk to HEAC - a consortium of 60 universities and polytechnics offering peak-season accommodation at low rates. And rest assured, halls of residence are no longer the dingy places they once were, as HEAC's colour brochure should demonstrate.

If it's hotels you want, there are plenty to see at BTTF including a surprisingly large number of new ones.

Campanile will be announcing a further seven to be opened this year, another at Dartford which is being built this spring and plans for further expansion over the next few years.

Copthorne Hotels has new hotels at Dudley's Merry Hill and at Charles de Gaulle Airport. Hilton International has a further three new facilities opening at Glasgow, Coventry and Croydon, and the Hotel Ibis UK group will be issuing rates for its Heathrow hotel.

Holiday Inns will have details of new hotels throughout

the world. St Helens Hotels have the new Chalon Court at St Helens and the Llyndir Hotel near Chester to promote, while Swallow Hotels have the Bexleyheath and Grantham hotels to tempt you.

There's a new hotel group too. Lyric Hotels lists only eight premises at the moment, based around the North West and Heart of England tourism areas, but it is anxious to do business with coach operators. Group rates will be available.

The tourist boards and offices have been really active this year. Almost every one of the stands will have new group travel trade manuals available, updating the list of products available for this and next season.

Coach and Bus Week will be bringing more news of what's new at the BTTF soon, and providing a full, official stand guide free to CBW readers to help you plan your time at the NEC.

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CHOCOLATE



Since the opening in August 1990, Cadbury World has welcomed more than 6000 coach groups to sample "The Chocolate Experience", following the chocolate trail from Montezuma to the man in black.

And the news for 1992 is that we've made Cadbury World even better!

Now, just to put the icing on the cake, our tempting Chocolate Shop at the end of the trail now offers all Cadbury products at *unique* discount prices -

including the exclusive Cadbury World Assortment (available nowhere else in the world).

What sweeter way than that to make sure that every trip has a happy ending?

Please note that this is not a factory tour.

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For bookings or further information on opening times and admission prices telephone our Group Bookings line on 021-459 9116.

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Prominently positioned modern hotel with 32 luxury en suite bedrooms boasting every facility. Set in 8 riverside acres with landscaped gardens and a large car park. Ideally situated for visiting York's famous tourist attractions and all this area has to offer: Scarborough, Harrogate, Knaresborough, Whitby, Herriot Country, Emerdale Farm, Bronte land, the Yorkshire Moors, Castle Howard etc are all from 15 minutes to 1 hour away.

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(27705/CWL)

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- ★ On seafront, close to shops, 36 bedrooms, en suite available
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 - ★ Lift to all floors
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Special breaks available
FOR FURTHER DETAILS
TEL. (0843) 221988

(23960/CWL)

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BOOKING NOW: MAY 9-16/OCT 3-10

- ★ 5, 6 or 7 nt hols
- ★ 32 rooms (28 en suite)
- ★ Games room/bar/eve ent
- ★ Close to town/beaches
- ★ Family built and run hotel since 1924
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- ★ Indoor pool, Jacuzzi, Sauna ★ Sports centre 9am-5pm ★ 3 full size snooker tables ★ many sea view rooms (Burlington) ★ Entertainment ★ Out of season 3/4/5 day breaks
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1 min tower. Central Pier. All entertainment and amenities.

- ★ 26 nicely appointed bedrooms with free satellite TV/tea making facilities. En suite available.
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MAY A CABARET WEEKENDS FRI SUN DBB FROM £150 INC VAT FRI MON DBB FROM £150 INC VAT
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Warm friendly family run hotel where we will ensure your passengers a first class service.

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Northumbria's ideal coach holiday venue -

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South Leigh Hotel

Ilfracombe, Devon

This family run hotel is close to all amenities and level with the sea front. All rooms en suite, tea and coffee making facilities in all rooms. Lift, entertainment and licence.

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Call us now to discuss your requirements

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THE NEW SOLENT HOTEL
(Southsea)

- ★ 50 fully equipped rooms
- ★ 2 menus - A la carte & Indian
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- ★ Very large bar
- ★ Fully stocked games room
- ★ Lift to all floors
- ★ 2 Large TV lounge
- ★ Driver and Courier stay free!!

0705 875566/291577

Fax: 872023

facing seafront and Japanese Gardens

(23662/CWL)

NEWQUAY

Family run hotel renowned for its high standard of service and warm friendly atmosphere.

Some dates still available in 1992, 5 or 7 day fares, £72.00 inc.

- ★ Indoor pool and sauna ★ Spa pool and solarium ★ Games room ★ Full entertainment package

43 bedrooms (37 en suite), colour TV, tea/coffee making, lift, CH, coach parking - driver free!

Telephone for brochure and details

0637 874292

TREGARN
HOTEL

(27655/CWL)

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is a family run hotel in walking distance of Fistril and Crantock.

Ample parking space. Most bedrooms with private facilities.

All with colour TV. Good home cooked food, varied evening menu and full English breakfast.

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(0637) 873363

(27370/CWL)

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This delightful hotel overlooks Goodrington Sands and offers

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- ★ TV Lounge
- ★ Indoor heated swimming pool with sauna and sun bed
- ★ Entertainment twice weekly

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DUE TO CANCELLATION
29th AUGUST - 5th SEPTEMBER

SOME AVAILABILITY FOR 1992

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(27514/CWL)

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Licensed family run hotel with excellent food and entertainment

Some rooms are en suite, whilst all have colour TVs, tea and coffee making etc

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Call Ken Dobell for details on (0323) 20131

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77/79 Royal Promenade,

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Opposite bowling green and easy walk to town

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1981 BEDFORD YMQ PLAXTON

45 seats, good condition, MoT 28.10.92.
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Registered 1987, MoT June 1992, bought by us 2 years ago. Repainted, new demountable toilet and extra locker fitted by Plaxtons for special work. 32 reclining seats plus 3 loose, curtains, carpets, radio/cassette/PA, hot drinks, boiler and sink unit, power door and airport lights, wheel discs, new tyres and batteries, cream/black/silver. Immaculate - must be seen.

£35,000 plus VAT
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Birmingham
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(27738/BE)

1983 BEDFORD, 31 seats, Plaxton Paramount, no MoT, MoT can be arranged, open to offers. Tel. 081 591 3156. (27629/BE)

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1963 BRISTOL LODEKA

Converted to Hospitality and Exhibition Bus, MoT and taxed, maintained to highest standard, regularly used by nationally known company.

GARDNER 6 LW ENGINE

Built-in 9 KVA diesel generator maintained by Genset, Eberspacher Hot Air Heater to both decks.

Sales and Display area on lower deck.

Newly refurbished hospitality area upstairs complete with bar, kitchen, fridge, hot water heater, sink and pumped water from on board water tank.

Original number plate

A real eye catcher!

£15,000 No Offers

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1985 DKFL CAETANO BODY, 50 recliners, toilet, water boiler, fridge, video, MoT 2/93. **£33,000 + VAT.** Tel. 0643 821883. (27390/DAF)

DAF

1982 BOVA EUROPA

52 reclining seats, 12 months MoT. **£19,500 + VAT**

1986 AUG DAF

Plaxton SB 2300, 57 seats, long test. **£42,000 + VAT**

1988 DAF

Plaxton SB 2300, 55 seats, long test. **£48,000 + VAT**

**Finance arranged
subject to status**

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(27735/DAF)



1986 DAF CARIBBEAN II

Double glazed, video, toilet, curtains, carpet, 49 recliners, service history for last two years, MoT May 1992, nice vehicle.

£38,000 ono + VAT

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London Bus Sales

1977/78 Double Deck Fleetlines - 68-71 seats

All buses fully prepared to buyers' requirements.

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1975 LEYLAND ATLANTAN, Park Royal body, single door, 74 seats, taxed and tested. **£2,500 + VAT.** Tel. 0273 517417. (27382/DD)

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1990 DENNIS JAVELIN

Plaxton Paramount 3200, 2 star, 53 recliners, carpet, curtains, radio, Telma, spare tyre brand new, immaculate condition, owner driver, 87kms, 12 months MoT.

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1983 DAF MB200 Paramount 3200, 51 recliners, double glazed, curtains, continental door, Telma, etc, good clean condition, 10 months test, **£25,000 ono.** P/X considered. Tel. (0407) 710139 (North Wales.) (27589/DAF)

1987 (E) Mk 3 Paramount SB2300 low driver, 55 seats, reg September 1987, MoT August 1992. **£47,500**

1987 (D) Mk3 Paramount SB2300 low driver, 53 seats, reg April 1987, MoT March 1983. **£45,000**

1986 (D) Mk 2 Paramount SB2300 low driver, 55 seats, reg September 1986, MoT August 1982. **£37,500**

1986 (D) Mk 2 Paramount SB2300 low driver, 55 seats, reg September 1986, MoT September 1992. **£37,500**

All prices are subject to VAT

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after hours 0452 503995

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Convertible open-top, ideal sightseeing or seafront service bus.

£2,500 ono

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LEYLAND LEOPARD, 680 semi-auto, 51 retrimmed seats, vgc, tested end June '92, **£5,000 + VAT** ono. Tel. Home James, Southampton (0703) 663626. (27691/LE)

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27 seater, first registered in April 1989. Fitted with Elme Galaxy body. Full set of curtains and cushions. Presently showing 60,442 km on clock. No MoT.

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(27665/LE)

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245 Plaxton 3500 Low driver position, semi-auto, Eberspacher, rear sunken toilet, continental door, curtains, destination box, plug door, peage window, stereo/P.A. system

Choice of 2 - 1 with 49 Vogel reclining seats, MoT to March 1993.

£26,000

1 with 44 Vogel reclining seats, courier seat, servery, water boiler, fridge, MoT to April 1993.

£27,000

**Prices exclude VAT & tyres
(available at extra cost)**

**Tel: 0929 554588 or
0202 537568**

(27558/LE)

1982 X LEYLAND LEOPARD, 680 Plaxton Supreme, Paramount rear, 49 rec seats, tinted windows, curtains, rear toilet & drinks machine, fridge, power door, radio, stereo, PA, VL engine (new), two year warranty (new test on sale), **£13,500 + VAT** ono. Tel. (0623) 654321. (2754/LE)

1983 LEYLAND TIGER DUPL GOLDLINER

12 metre, 50 seater, plug door, rear continental, low mileage, recent engine fitted, MoT 6.12.92, complete touring kit, curtains.

£17,000 + VAT

RETIREMENT SALE

To view contact

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FAKENHAM, NORFOLK (0328)

862505

(27708/LE/PIC/CH)

LEYLAND

LEYLAND LEOPARD, 1978, T reg Duple Dominant, 12 metre, new engine with 8 months warranty, 53 seats.

LEYLAND LEOPARD, 1979, Plaxton Supreme, 51 seats retrimmed in 1991.

Both vehicles very clean and well maintained.

Tel: 0706 360066

For more information

(27391/LE)

1978 PLAXTON SUPREME, 11 metre, 53 retrim, power service door, MoT January 1993, Econo-ruise fitted, £7,000 + VAT. Tel. Kings of Dunblane 0786 824205.

(27728/LE)

1984 LEYLAND TIGER 3200 ZF box, 53 recliners. **1988 Leyland Royal Tiger** Doyen, 53 recliners, Telma, curtains, rear entrance door, both vehicles in top class condition. Tel. (0706) 345546 days, (0706) 357615 eves.

(27698/LE)

EX BBC 1986 LEYLAND VAN-GUARD, 25 seater, Wadham Stringer, body certificate fitness, MoT February 1993, very clean, part exchange, AEC Regent bus. Tel. 0959 33142. 1 mile off J4 M25. Kent.

(27397/LE)

WANTED: ROYAL TIGER or Tiger Executive required, Plaxton 3500 with demountable toilet preferred, possible take over of HP or lease. Tel. 0664 434404 after 6.30pm.

(27668/LE)

V REG Leyland Leopard Plaxton Supreme, 53 seater, recent engine overhaul, Express doors, MoT Nov '92, tidy, drives well, £7,500 + VAT. Tel. (07048) 75858 (Liverpool).

(27713/LE)

1979/8 NATIONAL, 2-door, 36 seats plus 27 standees, MoT, taxed, good condition, ready for work. Buy £4,000. Hire £35 daily. Tel. 0860 561515.

(27744/LE)

1973 LEYLAND LEOPARD PLAXTON 53 seats, S/A POD, PAS, Mark IV front, white unwritten, taxed and tested, radio cassette. £3,250 + VAT. Tel. 0829 732378.

(27720/LE)

MAN

MAN 1981, 46 reclining retrimmed seats plus courier, TV, video, new PA, Webasto, double glazing, full servery, driver's bunk, recent re-spray, excellent mechanically, MoT 29/11/92, converts to 32 seater with 7 full size tables with lamps. £19,250 + VAT including tables £18,250 + VAT without. Tel. Home James, Southampton 0703 663626.

(27692/MAN)

MERCEDES

1984 MERCEDES

608D, 21 Vogel seats, luggage racks, test Feb '93, all white, absolute mint condition, many pounds spent to keep to this standard, first to see will buy.

Bargain

£8,500 + VAT ono

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(27694/MB)

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1991 OCTOBER TOYOTA OPTIMO

Excellent condition throughout, full Optimo specification, very low mileage, maker's warranty until October 1992.

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(27519/MD)

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NEOPLAN CLUBLINER D/D. 56 reclining seats, with 4 extra seats in lounge, MoT full 12 months, engine Mercedes reconditioned June 1991. Voith Retarder, video and 4 screens, servery boiler, fridge, sink and toilet, Mercedes running gear. This coach is offered with 2 years tour/shuttle contract, minimum revenue £60,000 per year. Price £59,000

NEOPLAN CITYLINER S/D. 49 reclining seats, MoT to January 1993, servery boiler, sink, fridge, toilet. TV/video, Mercedes running gear, Webasto heating. This coach is offered with a 2 year tour/shuttle contract, minimum revenue £55,000 per year. Price £49,500

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Plaxton 3200 luxury coach, wired for TV/video, 55 reclining seats, large luggage lockers, £6000 spent on new gearbox with computer aided gear changing.

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49 recliners, double glazed, every extra inc air con, extensive refurbishment, absolutely immaculate, for sale due to low rates.

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VOLVO B58, Duple Body, 57 seats, first registered 17/08/81, MoT until 18/06/92, semi-automatic gearbox.

VOLVO B58, Plaxton Body, 52 seats, first registered 01/04/80, MoT until 12/02/93, semi-automatic gearbox, toilet.

For further information contact:

Lynne Barr on 0738 29339

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44 recliners, servery, toilet, courier seat, MoT January 1993, new tyres all round.

Bargain at £19,500 + VAT

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Express, 11 seater, recliners, 1988 (E Reg), new MoT, vgc.

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1987 D reg FREIGHT ROVER service spec, 20 seats, fitted with 2.5 Di Ford engine, must be driven to appreciate the difference. Choice of two. £5,350 each

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SEPTEMBER 1990, H REG MERCEDES 709, 21 seats, 49,750 ks only, MoT August 1992. **SOLD** £22,500

SEPTEMBER 1990, H REG MERCEDES 609, 21 seats, MoT August 1992. **SOLD** £22,250

MAY 1991, H REG MERCEDES 609, 19 seats, D/P coach, MoT May 1992. **SOLD** £27,500

SEPTEMBER 1988, F REG MERCEDES 307, 12 seat minibus, 12 months MoT, new conversion. **SOLD** £11,950

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1985 C Talbot, 15 str, PSV.

1985 C Renault Trafic, 14 str, PSV.

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25 moquette seats with 8 standees, auto transmission, front disc brakes, all with 12 months MoT.

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49 recliners, toilet, coffee machine, Webasto, driver's bunk, wired for TV and video, curtains, full year's test, retrimmed seats. One owner from new.

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89 MERC 24 coach spec, boot, tested.

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88 DUPL 425, 53 +, toilet, video, coffee

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power door, 5 standees, destination gear, choice of
two MoT March 1992.

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seats, power door, semi auto, MoT July 1992.

1985 B LEYLAND TIGER 245, Duple Laser II, 46/49
seats, toilet, servery, power door, semi auto, choice of
two. MoTs Sept & Dec 1992.

1984 A MAN SR280, 53 reclining seats, rear continetal
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seats, choice of two, MoT's May and December 1992.

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seats, semi auto, power door, new MoT.

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57 seats, just retrimmed, curtains, carpet, PP, repainted white, MoT
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seats, air door, radio/PA, red interior, blue/white exterior,
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TURBO**, genuine Bedford engine, ZF 6 speed gearbox, single plate
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Both coaches grey/red/blue and maintained to our usual high standard.

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toilet, hot drinks, wired for TV,
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toilet, hot drinks, wired for TV,
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*These coaches must be sold.
No reasonable offer will be
refused.*

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Ask for Michael**

(27712/UN)

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seater plus toilet, Gardner 6LXCT,
MoT October 1992.....£29,850

1986 Leyland Tiger Duple 340, 49
seater plus toilet, Gardner 6LXCT,
MoT November 1992.....£29,850

1981 Volvo B10M Duple Caribbean,
47 seater plus toilet, MoT February
1993.....£17,500

1981 Volvo B10M Duple Dominator,
51 seater, MoT May 1992.....£15,000

1985 Volvo B10M Plaxton 3500, 44
seater plus toilet, MoT February
1993.....£36,000

1985 Volvo B10M Plaxton 3500, 44
seater plus toilet, MoT December
1992.....£36,000

*All vehicles well maintained
and in daily use.*

**Please contact Mr J Hilton
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(27578/VS)

**THE KINGS FERRY
of Gillingham**



SEPT 1987. VOLVO B10M, 49/53 Vogel
reclining seats, radio P/A cassette,
toilet, coffee machine, drivers bunk,
Webasto, full air-conditioning. Choice
of two.....£36,500



**SEPT 1988. VOLVO B10M Caetano
Algarve**, 49 recliners, radio, P/A cas-
sette, video, toilet, coffee machine,
double glazed.....£35,000



**APRIL 1988. DAF MB230LB Caetano
Algarve** Super High, 51 Recliners,
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machine, drivers bunk. (Illustrated).
Totally refurbished.....£38,500
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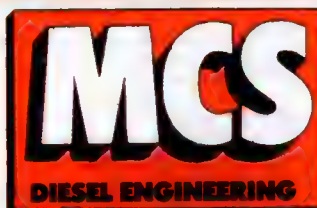
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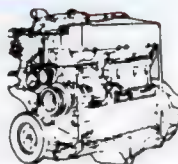
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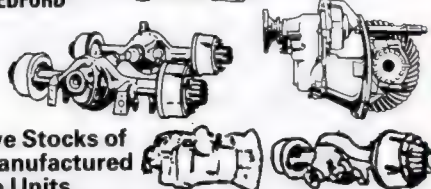
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APPOINTMENTS AND TENDERS

PRIVATE HIRE CONTROLLER

A vacancy exists for an experienced coach controller in a busy office to be actively involved with dealing with customer enquiries and quotations, accepting reservations, planning routes, detailing drivers and vehicles and all related tasks. The successful applicant will require a good telephone manner and geographical knowledge of London and Great Britain as well as the ability to deal successfully with customers and other members of staff. Training will be given on the computerised reservation and invoice system. Salary will be commensurate with experience and this permanent position carries pension, BUPA, and normal staff benefits.



Please write enclosing C.V. to
**R & I COACHES, Western Road,
Park Royal, London NW10 7LA.**
Telephone: 081-965 5333 or telephone
for application form.

(27395/APP)

LEICESTER CITYBUS LIMITED

VACANCY FOR ENGINEERING TECHNICAL ASSISTANT

Leicester CityBus, operating some 200 vehicles from two garages, is seeking to recruit an Engineering Technical Assistant.

Applicants should preferably have served a full engineering apprenticeship in the heavy vehicle field and possess suitable qualifications. Alternatively a graduate in Engineering with more minimal practical experience would be considered.

The successful applicant will be required to assist the Director of Engineering generally, keep engineering records, monitor the use of experimental equipment and fittings, and carry out certain test work. The possession of a full PCV licence would be an advantage.

Salary negotiable, will be dependent upon age and experience.

Applications comprising a full CV should be addressed to the undersigned.

Closing date 27th March 1992

G G Hilditch
Chairman/Chief Executive
Leicester CityBus Limited
Abbey Park Road
Leicester LE4 5AH
Tel. (0533) 516691

(27628/APP)

APPOINTMENTS AND TENDERS

London Transport bus services

Invitation to tender

London Transport invites tenders for the operation of the following London bus routes.

They will continue to be marketed as an integral part of the London Transport network.

D8 STRATFORD - ISLE OF DOGS (ASDA)

142 BRENT CROSS - WATFORD JUNCTION

The closing date for tenders will be Monday 27th April 1992, and the services will commence in September 1992 (Route D8) and January 1993 (Route 142).

If you are interested please talk to Nick Newton on 071-918 3468 for details and application forms.

Or write to him at:

Tendered Bus Division, London Transport, Broadway Buildings, 55 Broadway, London SW1H 0BD



London Transport

GARAGE MANAGER

(Salary Negotiable – Subject to Experience)

Following the formation of a new Bus Company in Merseyside, it is intended to appoint a Garage Manager to oversee the operation of approximately 25 vehicles, to be used on stage carriage services, both of a tendered and commercial nature.

You will be a PCV Licence Holder and have the necessary experience and knowledge of tendering and scheduling compilation, which is required for an efficient Public Service Operation.

Detailed applications should be sent by Wednesday 25 March 1992, to **Box Number 27696, COACH AND BUS WEEK, EMAP Response, Wentworth House, Wentworth Street, Peterborough PE1 1DS**

(27696/APP)

CONFERENCE

NORFOLK COUNTY COUNCIL – HIGHWAYS DEPARTMENT

Tenders are invited for the provision of a Local Bus Service in the Norwich area of Norfolk commencing 26th April 1992.

Tender forms including full details are available on application to the **County Surveyor, County Hall, Martineau Lane, Norwich NR1 2DH**, and must be returned to the County Solicitor by not later than 3pm on Tuesday 24th March 1992 (27689/TE)

AUCTIONS

On the instructions of G C Smith Esq FCA, and M J Hore Esq FCA of Robson Rhodes, Joint Administrative Receivers of
Coverhills Limited

FOR SALE BY AUCTION

ON TUESDAY 17 MARCH 1992
AT 11 AM PROMPT

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UNITS 5A-5B, RIBBLETON LANE,
PRESTON, LANCASHIRE

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ON VIEW MONDAY 16 MARCH 1992
9.30am to 4.30pm and morning of sale.



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STRATEGIES FOR MINI AND MIDI BUS OPERATIONS IN THE 90's

Course Organiser T.S. Mervyn Jones

This fifth annual symposium will concentrate on two most important aspects of Mini and Midi bus operation in the United Kingdom. Firstly the 'learning curve' (especially post 'bus deregulation') built up by the leading Mini and Midi bus operators, including London Buses.

Secondly the strategies which are now advocated and considered most appropriate for the 90's, for successful Mini and Midi bus operation. An academic and comparative overview of Mini and Midi bus operation to date will also be presented. This is a meeting that no serious bus operator can afford to miss!

The course should also be of particular interest to:-

- local councillors and officials concerned with transport
- central government officials
- transport researchers
- transport consultants
- local transport consumer groups

Course fee: £105 including notes and all refreshments.

Enquiries: Mrs Debbie Hodges
Dept of Civil Engineering
City University
Northampton Square
LONDON EC1V 0HB
Telephone: 071-744-8156
Fax: 071-253 3857

SYMPOSIUM PROGRAMME

1. Cost-Benefit Analysis of Mini Bus operations (including overseas operators)
P R White Senior Lecturer Polytechnic of Central London
2. How to be successful at running a minibus operation
Janet Blundred, Manager Thames Transit
3. Fully Accessible Midi bus operation – the social and political perspective
Dave Wetzel (ex GLC chairman of the Transport Committee)
4. Kentish Bus – the 'learning curve' of minibus operation (including the Docklands operation)
B Hurst General Manager Kentish Bus and Coach
5. Midi Bus Operation in Hounslow and Kingston – the lessons learnt
Andy Halliday and Jeff Chamberlain operations managers
6. The CentreWest Midi Bus operations past, present and future strategies
Peter Hendy, Managing Director, CentreWest London Buses Ltd
7. Taking the bus industry into the year 2000, the role for Midi and Mini bus operations
H Blundred Executive Director, Thames Holdings PLC

(27607/CONF)

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APPOINTMENTS AND TENDERS

PUBLIC NOTICE

COMPETITION ACT 1980
Notice under section 3(2) (b)

Southdown Motor Services Limited

Under section 3 of the Competition Act 1980, the Director General of Fair Trading is to investigate whether Southdown Motor Services Limited ("the company") has been or is pursuing a course of conduct which amounts to an anti-competitive practice.

The matters to be investigated are:

1. the conduct of the company in respect of its operation of local bus services in the Bognor Regis area with particular regard to the registration of services 242 and 262, the method of operating those services, and the fares charged on those services.
2. whether that conduct restricts, distorts or prevents competition in connection with the supply of local bus services in the Bognor Regis area.

If you have any information which you consider would help the Director General, please write to:

Office of Fair Trading
Branch CPIC, Room 432
Chancery House
53 Chancery Lane
London, WC2A 1SP

Your letter should arrive as soon as possible if it is to be taken into account in the inquiry.

Office of
Fair Trading

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K7763 Midlands based operator with good tour programme and large freehold site

K7758 Sussex based coach operator with good contract base and trading name

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K7756 SE London coach operator with good contract base

K7767 Long established coach operator with good tour programme, based in South West

Please contact: **Stephanie Lane, KCR International Ltd, Hardicker Street, Levenshulme, Manchester M19 2RB.**
Tel. 061 443 1327 or Fax: 061 443 1323.

(27389/BFS)

BUSINESS WANTED

TRS COACH SERVICES LTD

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Please telephone
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Fax. 0533 879262
and ask for Mr K Smith
(27610/BW)

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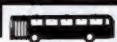
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Simpkin

Morris man

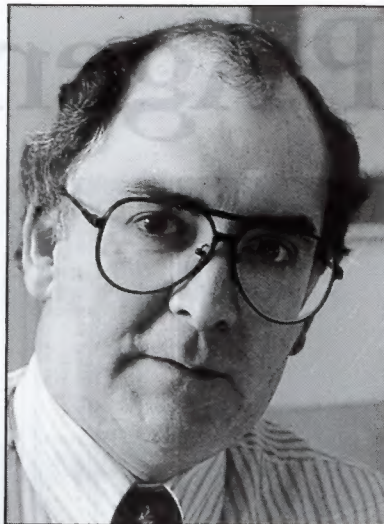
MORRIS Lubricants has given Derrick Simpkin responsibility for marketing and promoting its products. He combines his new role with the position of national accounts manager for the south of England, which he has held for two years. His successor in the north of the country is Kelvin Ledder, who has joined Morris after 21 years with Century Oils.

Volvo Bus md chairs section

SANDY Glennie, managing director of Volvo Bus Ltd, has been elected chairman of the PSV section of the Society of Motor Manufacturers and Traders (SMMT). He succeeds David Matthews, former chairman of Plaxtons. David Cherry of Northern Counties remains deputy chairman.

"There is no doubt that a relatively small investment in new, modern and environmentally clean buses could cause a dramatic improvement in our town and city environment," said Mr Glennie. "The bus has by far the most important role in Britain's public transport system, with some six billion passenger journeys per year, almost seven times the number of rail journeys."

"The continuing under-investment in buses and coaches caused by deregulation without quality controls, means that the public as a whole is not seeing the many convenience, comfort and environmental benefits that the manufacturers have spent



Glennie

countless millions of pounds developing.

"My own experience is very much in the field of heavy duty buses and coaches, but I will also be proud to represent the hard pressed builders of minibus chassis and bodies, whose fortunes have mirrored those of heavy vehicle producers."

Three new reps

STAINLESS steel exhaust system manufacturer Eminox has made three appointments to its sales team in anticipation of an upturn in the market later this year.

Michael Wilkinson joins the company with extensive sales experience in the local authority and waste disposal fields. He will be sales manager for eastern England. Taking over the western area is Paul Hussein, who joins the company after five years as a senior sales engineer with Lucas Automotive.

Eminox has also appointed David Hully to the new role of internal sales manager. He will be a direct contact for customers and deal with enquiries, warranty claims and problem solving including order deadlines sales co-ordination and office management. Mr Hully was previously sales administration manager with GB Glass.

Drivers win IRU honour

SIX coach drivers have received the prestigious IRU Diploma of Honour in recognition of more than 15 years professional driving to the highest standards.

The awards were won by: Peter Long (Brents Luxury Limousine & Coach Hire); Derek Stubbs (Hayton's Coaches); Dennis Hauton (R W Appleby); Paul Chivers (Olympic Coachways); Tom Parry (Regina Coaches) and Patrick Gourd (Dawlish Coaches).

Presenting the awards, Graham Smith, Bus & Coach Council president, said:

"No matter how well we run our companies, our drivers are the linchpin. They are ambassadors to our companies



Five of the six coach drivers who received the IRU Diploma of Honour at the presentation ceremony at the Bus & Coach Council. From left to right: Tom Parry (Regina Coaches); Dennis Hauton (R W Appleby); Graham Smith (BCC President); Peter Long (Brents Luxury Limousine and Coach Hire); Paul Chivers (Olympic coachways); and Derek Stubbs (Hayton's coaches).

and our industry."

The six awards for 1991 is the largest number of IRU Diplomas presented in the UK for coach drivers.

To qualify, the drivers must have been active in the profession

for 20 years, with 10 years service with one company. In addition, Diploma winners must have driven more than a million kilometres, and not caused a serious accident during the past 15 years.

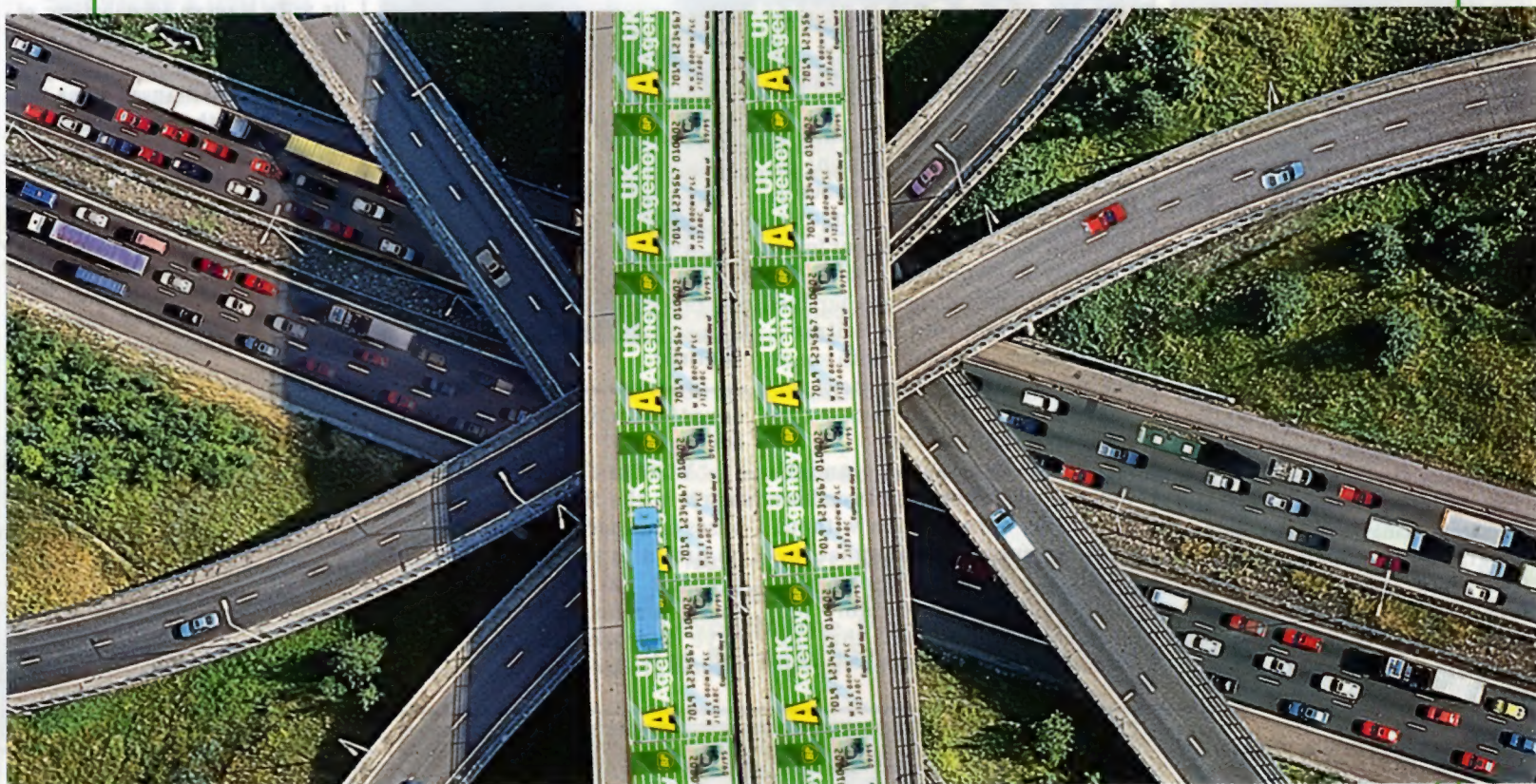
Inskip steps up

GEOFF Inskip has been appointed director of finance of the Greater Manchester Passenger Transport Executive following the promotion of the former director Chris Mulligan to director general of the PTE, in July of last year.

Mr Inskip (38) was formerly finance assistant with the PTE and took over as acting director of finance last year. Having been appointed by the Transport Authority, he also becomes an executive director of the PTE.

A qualified chartered accountant, Mr Inskip initially joined the executive in 1982 as an accountant following graduation from Manchester Polytechnic.

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